Australasian Model Railroad Magazine

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July/August 1971 Vol. 5, No. 4, Issue 51

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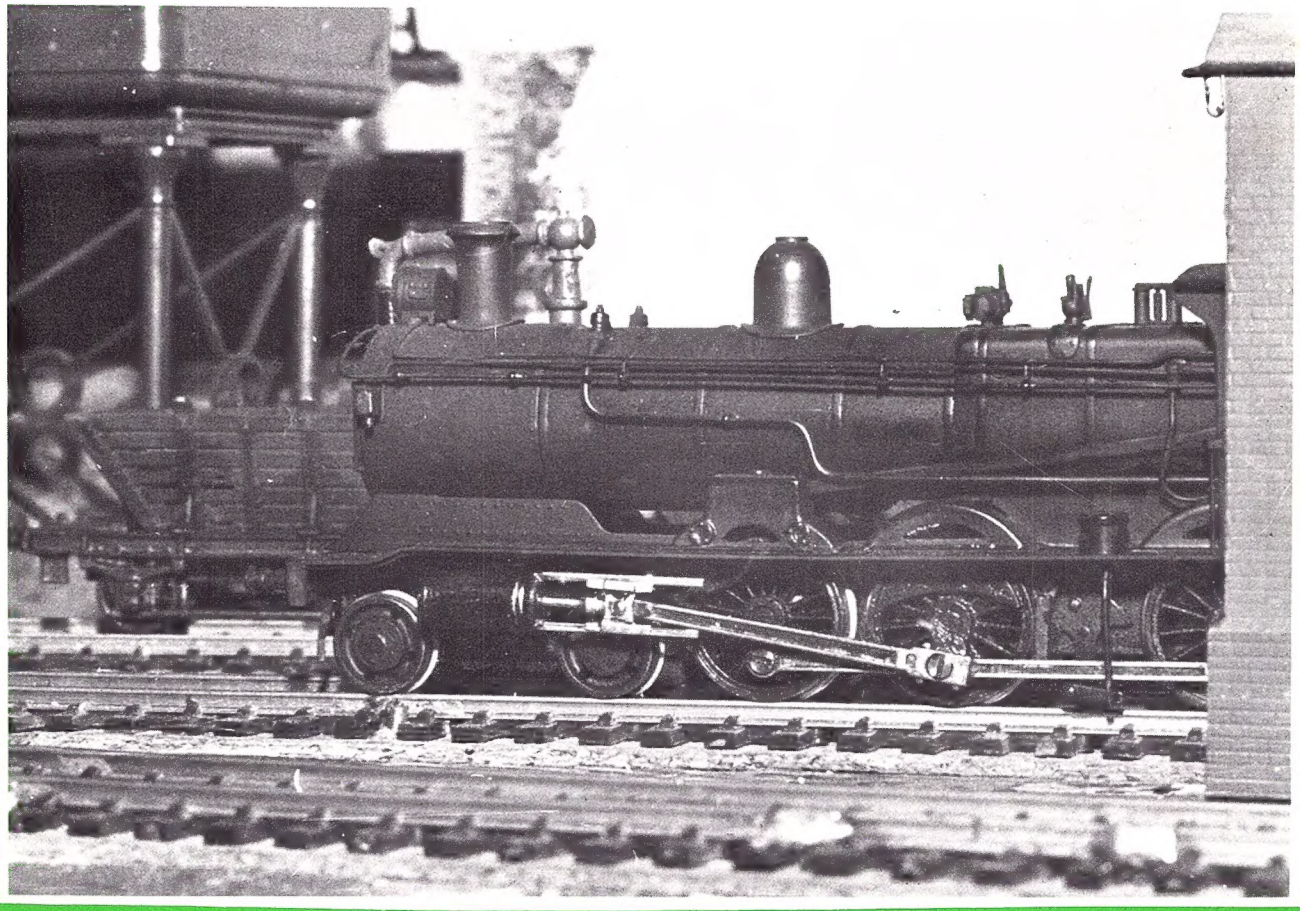
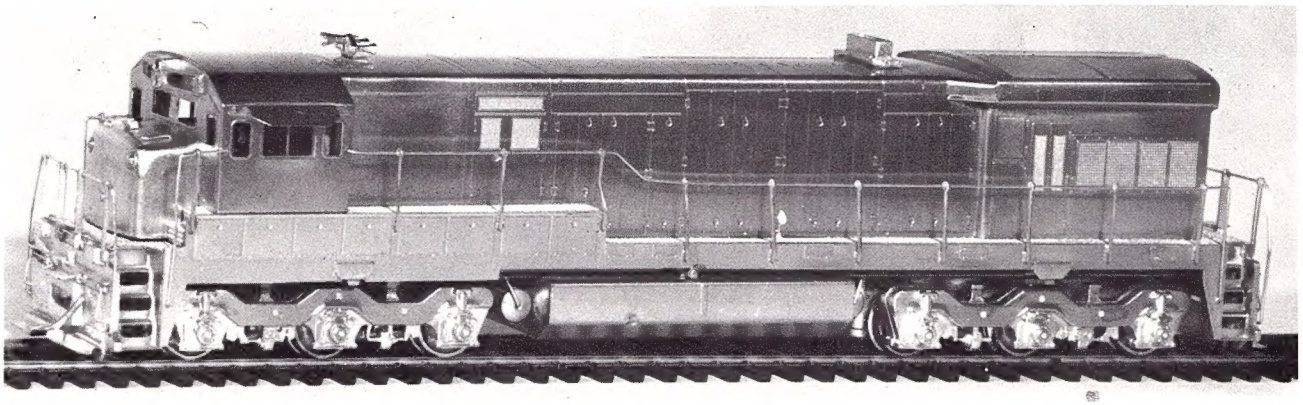


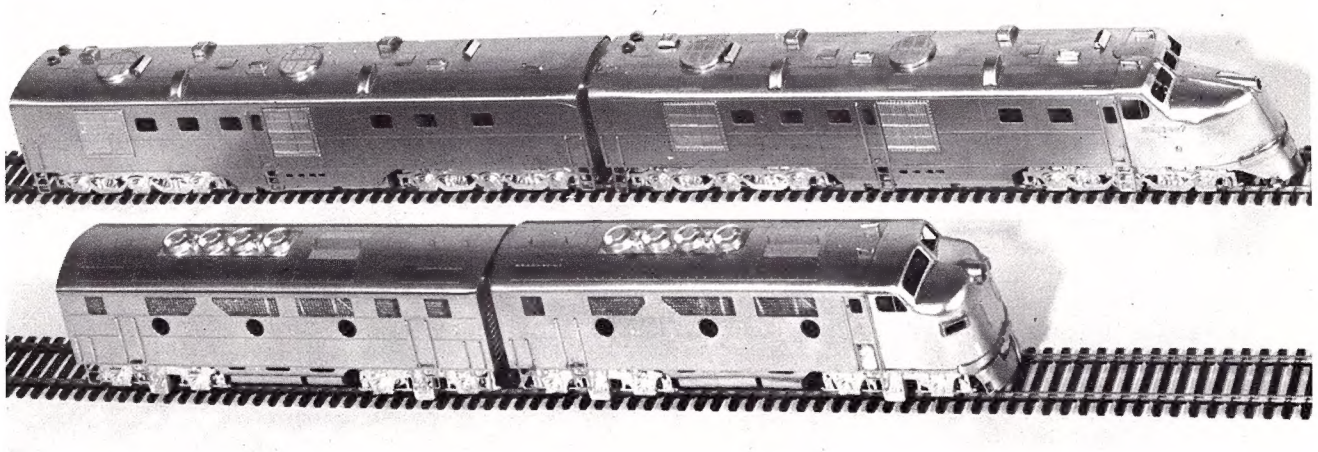
NEW IN HO
DIESEL ELECTRIC POWER
FOR EVERY CLASS OF RAILWAY SERVICE



G.E./U33C 3300 H.P. ROAD SWITCHER $61.25

These Locomotives are equipped with enclosed, axle hung gear boxes, connected by universal couplings and powered by heavy five-pole motors driving through double reduction gears. B Units are not powered. Superstructures of matching quality come with double-etched finish. All running plate is chequer-surfaced and radiator air registers are fitted with fine mesh screens. Lost wax castings are standard and Locomotives come with hones, lacquered finish.

ALCO DL-109/110 A & B UNITS (WITH 6-WHEEL TRUCKS) $107.25
EMD F-3 A & B UNITS (WITH 4-WHEEL TRUCKS) $81.60



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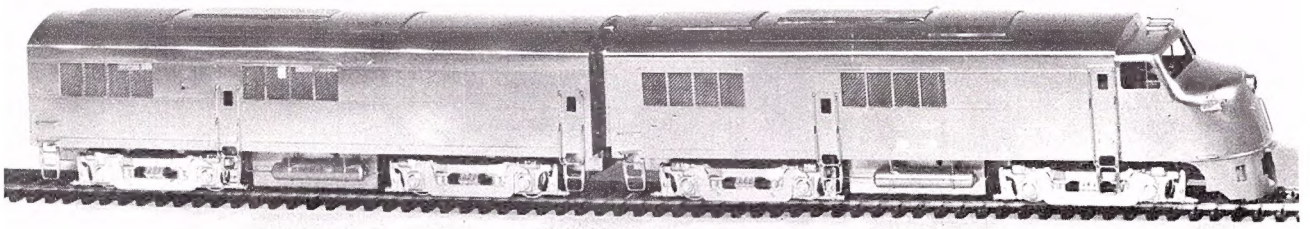
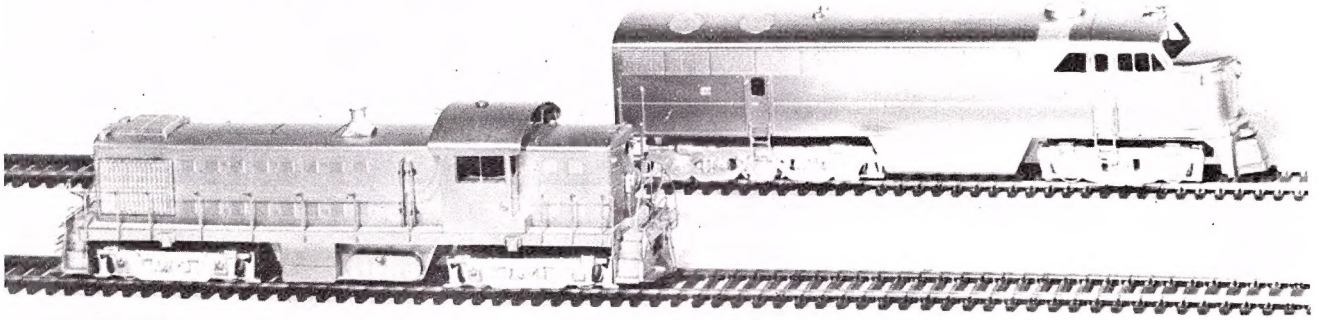


BALDWIN DR-4-4 'SHARKNOSE' A & B UNITS $85.00



FM/CPA-24-5 A UNIT $57.80
ALCO RS-1 ROAD SWITCHER $52.75

Other News from "THE DOCKYARD". . .

Narrow gaugers working in HOn3 will welcome further stocks of brass Passenger, Logging, Bettendorf and 4' 6" wheelbase Archbar Truck Sets. All are priced @ $2.55 per pair, excepting the Archbar re-run which required new tooling. These are selling @2.90 per pair . . . Sekisui's famous N scale PA Diesel A Unit is to be matched by the addition of a Non-powered B Unit. Tooling is now in hand and shipments are expected to commence in the July/August period. Whereas the A Unit is produced in 9 heralds, the B Unit will be limited to Union Pacific, Santa Fe, G.N. "Sky Blue", Pennsy – Maroon and S.P. "Daylight". Price is expected to work out at $6.00 per Unit . . . Out illustrations this month show some of the latest HO Diesels to arrive from Kumata. Not shown is the FM/CFA-16-4 A Unit which was running late. Like the FM/CPA-24-5 A Unit, this will also sell @ $57.80 . . . By way of a fine new structure, Kumata have supplied a magnificent All Steel Box Truss Bridge, 14" long. Of facricated brass manufacture and built to accommodate single track, this Bridge is priced @ $25.50 . . . Our range of HO Los Angeles Ry. brass trolleys continues to grow. Latest arrival is the 'M-1' Class Car @ $52.70. Also near is the Sacramento Northern (N.E. Div.) 1010 Electric Locomotive and the long awaited P.E. '5000' Class PCC Car @ $40.80 . . . Our latest shipment from Tenshodo includes the re-run of the Santa Fe 'Blue Goose' @ $173.50, first stocks of the new MH-8 Traction Motor @ $6.15. Clear Vision Tender with Andrews Trucks @ $23.95 and first stocks of the new type Switch Machine @ $3.20. Also included are more GP Geared Truck Sets @ $17.45 per pair. Progressive re-runs in the future will include the following Locomotives, few if any of which now remain in stock:- G.N. "Z-6" 4-6-6-4, G.N. "C-1" 0-8-0, G.N. "S-2" 4-8-4, G.N. "P-2" 4-8-2 and U.P. 4-8-8-4 "Big Boy" . . . Northwest Short Line have now delivered the fine new HO N. & W. 'E2a' Pacific @ $88.50 . . . By the time these notes appear in print, we expect Katsumi to have shipped the HO U.P. '8000' 4-10-2's . . . Response for our opening stocks of Viking HO and N scale motor vehicles has been overwhelming! Stockists throughout the country have experienced a similar, keen demand for these essential, quality lineside models. Now some 17 new items have expanded the range; 10 in HO and 7 in N scale. Check with your nearest outlet. A new, full listing is available for a stamped S.A.E. . . . Future production from Katsumi, in HO scale, will include the Santa Fe '900' 2-10-2 and another keenly awaited model – the Rio Grande 4-6-6-4 'Challenger'. In O scale, no less than five new models are scheduled. In progressive order, these will comprise: U.P. Harriman 2-8-0, A.T. & S.F. 4-8-4, P.R.R. 'L-1' 2-8-2, P.R.R. 'I-1' 2-10-0 and P.R.R. 'M-1a' 4-8-2 . . . By the time these notes appear in print, United will have delivered limited stocks of Ma & Pa 2-8-0 'Modernised', Santa Fe 4-8-4, Centennial Sets and Pennsy. 'Coast to Coast' Tender . . . Those interested in HO Australian prototype should be warned that stocks of our V.R. "R" Class 4-6-4 Hudson Locomotive are now very much depleted. Price remains @ $79.60 and when stocks are finally exhausted, there will be no further opportunity to offer this famous Locomotive of the local scene.

BERGS HOBBIES

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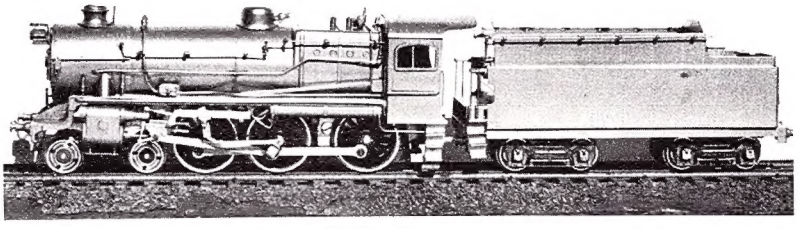
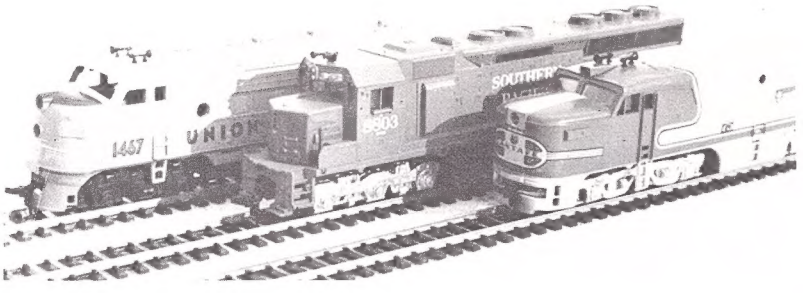
635-8618

Proudly presents . . .

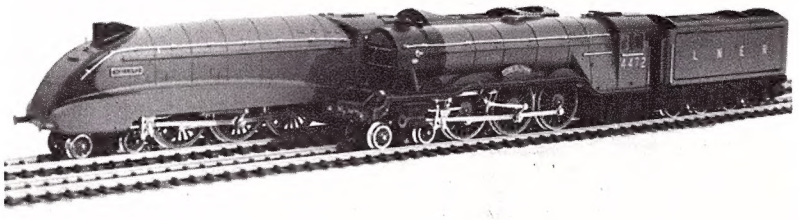
HO Model of N.S.W.G.R. C36 class in 3.5mm scale R.T.R. unpainted. Australian Price $76.00. Available in two versions — Round boiler or Belpaire.



ATHEARN. Locos and rolling stock shown are SDP-40 $22.80 F-7 $18.75 and PA-1 diesels $29.95. A complete comprehensive stock of this brand, always in stock.



BRITISH TRIX. These 4mm scale locos are well detailed, painted and run as well as they look. Many models in stock. Shown are Mallard $27.75, Flying Scotsman $29.75.



N. SCALE. Minitrix, Atlas, Lima, Bachman. A full range of these popular makes, and many others, always stocked. Also Peco and Shinohara trackwork.

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Australasian Model Railroad Magazine

The Official Journal of SCMRA in Australia; incorporating the Yardmaster, the Bulletin of the Sydney Model Railway Society.

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comment

Do you enjoy modelling? I personally find it a very relaxing pastime (when I can find time away from this magazine). It is a hobby which I feel must be enlarged if it is to survive. This can be achieved in a number of ways, the most obvious being exhibitions, shows, etc. These exhibitions are attended by lukewarn modellers and fathers who "bring along little Billy to fill in Sunday afternoon". At an exhibition like Sydney or Melbourne they see a great variety of models and equipment, are pressured into joining this or that association, to buy this or that engine etc., and usually go away fired with enthusiasm which unfortunately does not last long. I will take as an example a modeller who is now a friend of mine. He went to the Sydney October exhibition several years back. At the show he saw many Australian prototype models and decided to try his hand. He had quite a lengthy conversation with some experienced modellers and went away with what he thought were detailed instructions on loco building to construct a C36 starting his first layout simultaneously. Being inexperienced, he designed a layout which made N.S.W.R. look small. Needless to say he soon became discouraged and was about to junk the lot and try "go-karts". He was sounding off at his place of employment about "stupid toy trains" one day and was overheard, fortunately not by the boss, but by a staff member of this magazine. He immediately diagnosed the problem, grandiosis (i.e. thinking too big) and suggested that the irate modeller do two things:

1. build a small (8 x 4) layout
2. buy manufactured equipment of any type but mostly with S.C.M.R.A.-/N.M.R.A. RP 25 wheels or purchase other types and get the wheels turned down.

He should then play trains with these and learn all the tricks and only then go on to try to build a large layout.

What has this little story got to do with all modellers? Simply this: if our hobby is to grow larger in number it is up to every modeller to act as a recruiting officer for it. If you like playing trains then don't keep it a secret, tell your friends. Invite them in to see your layout, answer their questions, help them in any way you can. Every new modeller means a bigger market and the bigger the market the cheaper the items for sale and the greater the variety.

Remember it is to every last modeller's advantage to recruit more people. Model Railways is an enjoyable healthy educational pastime, so why not help the uninitiated to join our ranks?

Russell Merriman

ON THE COVER:

3345 stands ready in loco at the Hurstville layout of Allan Brown.

Photo G. H. Ball

reviews

Italian Multiple Unit Electric Car in HO Scale, Cat. No. 8038/CL, manufactured by Lima, Italy, our sample supplied by Pizzeys, Sydney, Price $11.95.

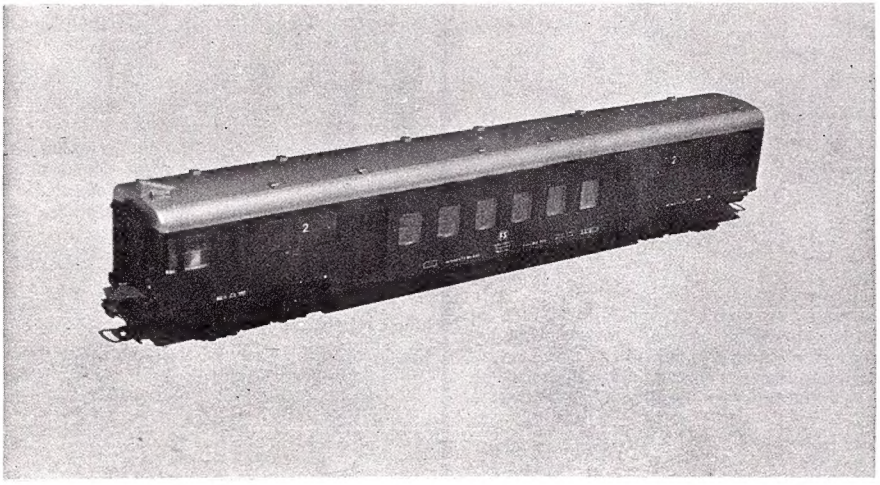
We don't know much about the prototype of this car. It appears to be restricted to Milan suburban working in company with similarly styled trailer cars, also modelled by this manufacturer. Lima are primarily toy manufacturers, therefore the fact that this car presents one hell of a problem to pull apart is a very good feature when left in small hands. The car is made of two well detailed styrene type plastic castings, the floor, sides and ends in a dark grey colour, with the roof and windows cast in a clear material — the roof being painted in a weathered silver. The windows form locking lugs in their frames in the car sides, thus the difficulty in dismantling.

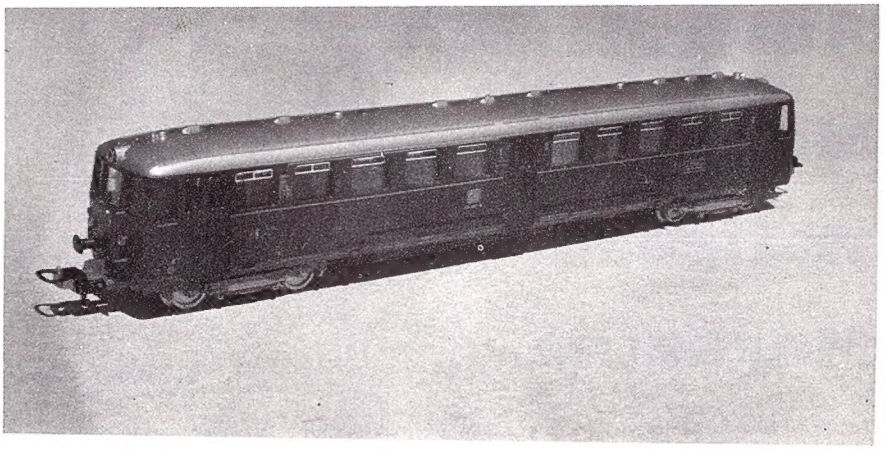
The model measures 9'9" wide, 76'6" over buffers and 14'3" high and runs on two 7'9" wheelbase 4 wheel bogies. One bogie is fitted with an integral motor which drives all four wheels, two of which are fitted with traction tyres. Our sample climbed a 23½% grade with no trailing vehicles. It started reasonably smoothly on 5 volts and could reach full slip on 7V, while drawing 3 amps.

Wheels were measured to give a checkgauge of .598" (NRMA standard .600 max), flange depth of .057 (.035 max), back to back .565 (566 min) and tyre width of .133 (.108 min). From this it would appear that the car will give some running difficulties on scale layouts due to the excessive flange depth. However, most modellers should be able to overcome this small problem.

A well-made model at a reasonable price.

K.J.R.





German Federal Railways (DB) Accumulator Electric Railcar, Cat. No. 8037/CL in HO scale, manufactured by Lima, Italy, our sample supplied by Pizzeys, Sydney. Price $11.95.

Quite an interesting prototype is this battery powered railcar. The prototype cars also haul trailers where loading is heavy on Germany's country branch lines. The model appears to be a good representation of the DB power car although small variations have doubtless had to be made to keep the styrene plastic castings down to a realistic price. It is quite a large car measuring 76'6" lightweight bogies.

One of the car's 4 wheel bogies has a built in motor which drives all four wheels, two of which are fitted with traction tyres, through a train of spur gears. Our sample tended to stick when starting, needing about 5 volts. A bit of running in should relieve this shortcoming. We could achieve a full slip at 9 volts, drawing .4 amp on a 25% grade. The wheelsets conform to NRMA standards in all except flange depth which they almost double, therefore they can be expected to give some trouble on certain types of track.

To sum up, a good quality mass produced power unit for a modest price.

K.J.R.

Jamieson HO C36 Class Kit

The Jamieson brand 00 kits for British prototype locomotives have been well known for many years. An interesting addition to the range is a kit for a N.S.W. C36 class 4-6-0 loco and tender in HO scale (3.5 mm to the ft.). The kit is for the reboilered C36 with Belpaire firebox, and has been made to the drawing by Howard Armstrong which appeared in March-April 1968 "Australasian Model Railroad Magazine". A copy of this drawing and quite detailed instructions are supplied with the kit.

The kit contains all parts except motor, wheels and several items such as tender bogies, air compressor and steam generator which can be obtained in Australia. The body parts are stamped from nickel silver sheet, and are ready shaped and formed. Chimney, dome and buffers are turned from brass, while smokebox door, steps and cylinders are cast. Chassis parts are brass. All parts are cut accurately to the drawing, but the drawing has a couple of minor inaccuracies (the shape of the firebox is not correct and the cab windows are slightly too small) and these mistakes are repeated in the kit. However the modeller can correct these without much difficulty. A close study of photographs of C36's is essential prior to and during assembly.

Assembly is by soldering, so a little time and patience is required, but the nickel silver sheet is very easy to solder. The builder can add as much superdetail as he desires. It is intended that Romford 20MM driving wheels be used with the kit.

A kit of this type is virtually scratch building with the tedious work (cutting out and shaping all the parts) done for you. This is therefore not a "quickie" kit and is not recommended to a beginner, but anybody prepared to take a little care and able to use a soldering iron can produce an excellent HO model of a C36 for a total cost of about $30, and in our opinion this kit represents good value for the money.

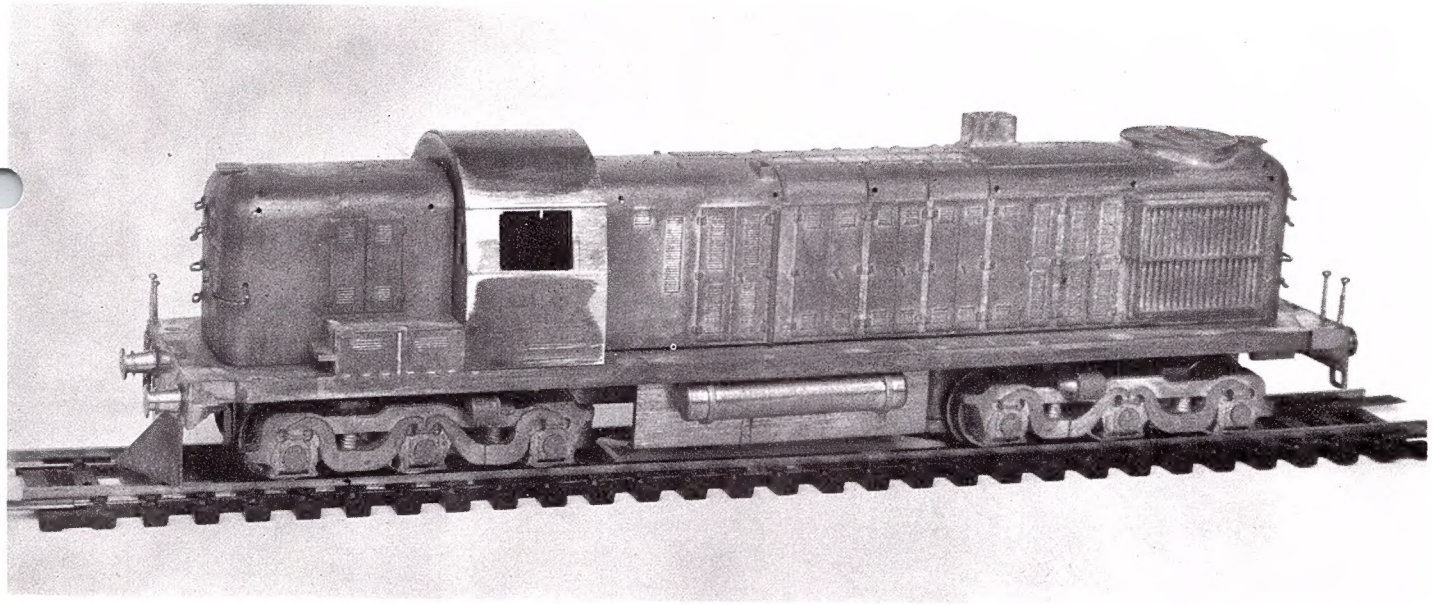
The kits are only available direct from the manufacturers — The Model Shop, 24 Tudor Road, Reading RG1, Berks., England — for £25. (sterling) plus 0-65p. postage and packing (sea mail) or £65p. posting and packing (airmail). (£ st. = 100 p. = $2.16 Aust.).

J.H. and A.T.

NSWR 40 CLASS DIESEL

— how to convert a Hobbytown kit

BY PAUL GARRETT



The loco showing the air tanks and exhaust

Photos by Dave Lees

As I acquired the original kit in a made-up form, I dismantled the complete loco; everything except the motor and the centrifugal clutch.

The first section I tackled was the cab. Discarding the original, I built a new one from brass, using the dimensions given in fig. 2. (The dimensions given do not allow for thickness of material used. The cab roof and sides are in one piece and can either be fitted over the cab ends, in which case the cab dimensions will be reduced by the thickness of the roof material, or they can be fitted inside the cab ends. In this case the width of the roof sides section will be reduced on both sides by the thickness of the cab end material). The windows were cut and filed before the whole unit is soldered together. A small diameter length of brass wire is soldered over the window to represent the gutter. The cab ends are fitted to the existing engine hoods, and the end windows are cut after soldering together. For this job, a plan of the original loco is a must.

Next came the main frame. I removed the air tanks and boxes amidships, leaving two rectangular 'flaps' hanging on either side. The four castings on each corner are removed flush with the underside. These are part of the original steps. These pieces are used to fill in the gap between the side boxes. The side panels are then filed flat. Two identical air tanks are made from (brass) rod and are then Araldited to the side panels. Position is measured from the plan.

Two new ends are made from brass. One buffer beam has a blad, whereas the opposite end has not. Four pieces of 1/8" brass are cut and filed to fit into the indentations at both ends. (fig. 2d.) These are soldered to the buffer plate (2c.). The blade is made from two pieces of brass of equal dimensions and is soldered to the leading end. The bottom of the blade must be parallel to the rail top (2e and c.).

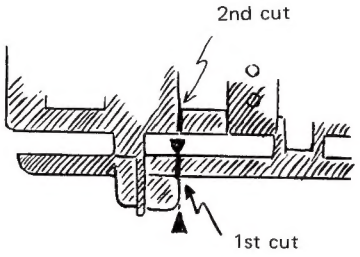
Buffers and ladder are purchased and attached to the buffer beam. Dimensions taken from the plan. The stanchions are made from brass pins. The whole new end piece is Araldited to the main frame. The trailing end is dealt with in like manner, remembering that there is no blade and, therefore, no need to have the beam extend below the coupler hole. The coupler hole is drilled and filed to suit your own coupler. Refinements such as small fillets may be added to the inside of the beams before joining them to the frame. (See photos.)

By far the hardest part is the shortening of the side frames of the trucks (Bogies). The same hair-raising method is used for both trucks. I have tried to depict the method of doing this in figure 1. The first cut is made just behind the brake cylinder, cutting through the main frame (outer). The inner part of the truck is cut at the bottom of the well before the pivot joint (see diagram and photo), the inner frame is cut completely through. The next cut is made parallel to the outer frame, behind the cylinder, and up to the part of the casting holding the outer frame to the inner. From the inside, cut along this joining piece until the portion is removed (fig 2b). The other side is treated similarly. The lower portion of the side frame (outer) is cut back to be flush with the part of the casting joining inner and outer frames. (See Photo.)

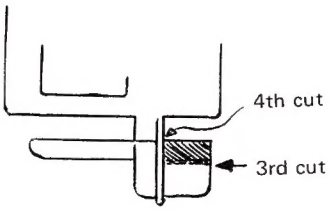
Next, and even more difficult, is to cut back under the top of the inner frame (fig 1c) until the cut meets the joining piece. Halfway between this cut and the cottom of the frame, make another cut right through to the joining piece. The small pieces are broken out and an attempt is made to file the hole square.

The other piece of the truck is treated similarly as in figure 1d. The portion left on the top of the inner frame must fit in the hole made in fig. 1c.

The two pieces are assembled and checked for true, Araldited, drilled and tapped. (I managed to drill and tap 10 B.A.). The other truck is treated in a similar fashion. The base plates for both trucks are shortened by cutting and the two halves are Araldited together. (See Photo.)



a.



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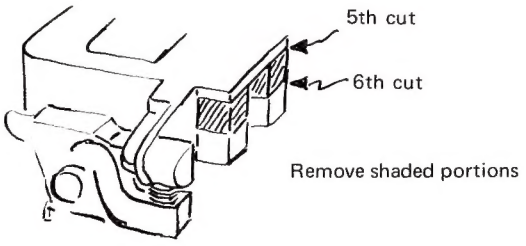
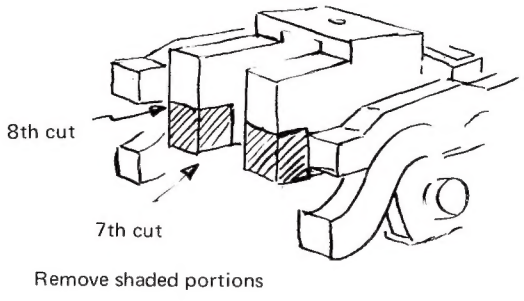
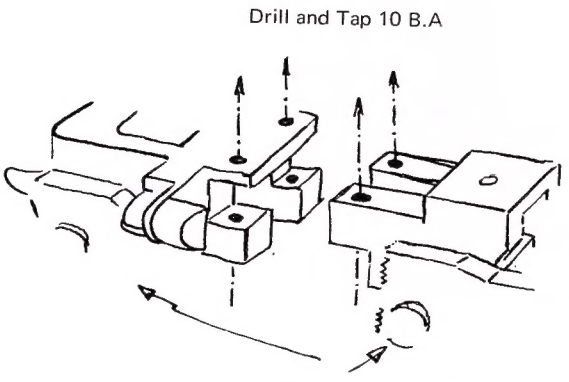


c.

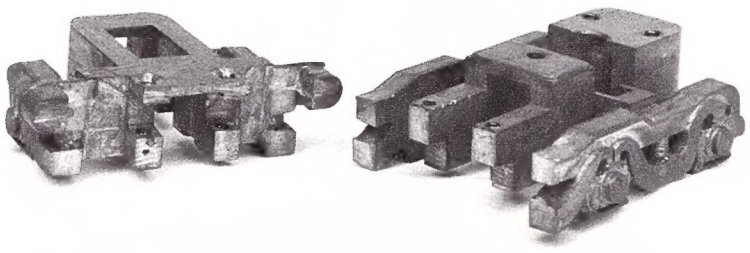
FIG 1



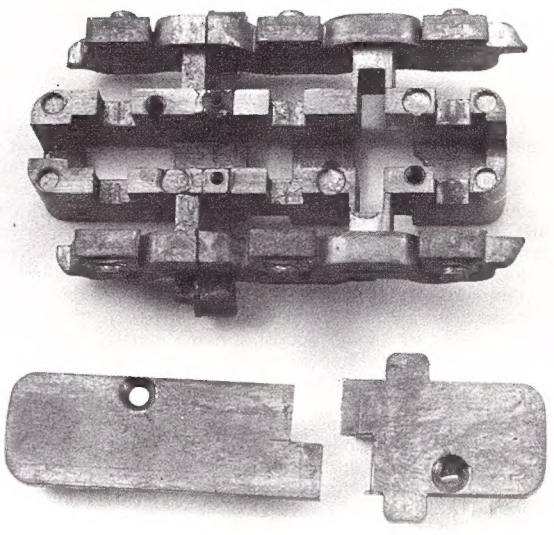
d.



e.



Trucks (broken)



Trucks (joined) plus bottom cover

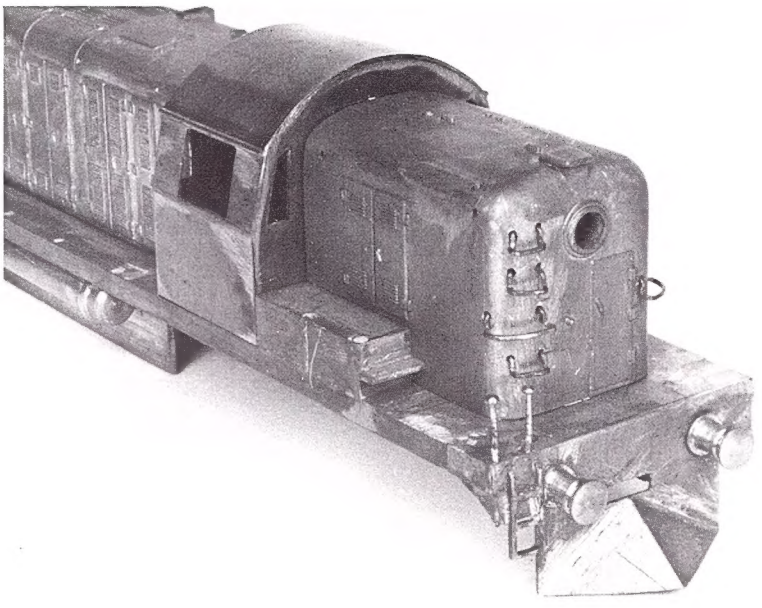
The gear drive must now be shortened to fit the new trucks. I overcame this problem by moving the worm nearest the nylon universal. I placed the wheels in the frame and then placed the worm shaft on top. Marking the position of the third set of wheels, I put a ring of solder around the shaft and then force fitted the worm over the shaft. The complete trucks should then be ready for re-assembly.

Next I shortened the exhaust stack a little, taking measurements from the plan. I shortened mine a little too much but it's not noticeable. Then I removed the cast-on handrails, substituting my own made from staples (see photo). The small es projection on the short end of the hood should also be removed and filed flush with the top of the hood. I then filed a new step into the frame by cutting out the original step leaving a projection which was filed square (see photo.).

The final effort is to place handrails along the top of the doors along the engine hoods. The position of these is found from the plan. A new batch of airhorns is assembled and placed on the hood.

As yet, I haven't figured out a way of representing the side lights, but I'll eventually get around to it. The holes in the side of the frame, for the original handrail posts, are filled with putty and the whole machine is ready for the paint shop.

I found it essential throughout the whole of the project to have a set of good needle files and a jeweller's saw.



Details of cab, handrails, step near cab and end details

• • • BRIDGE THE GENERATION GAP • • •

VISIT THE

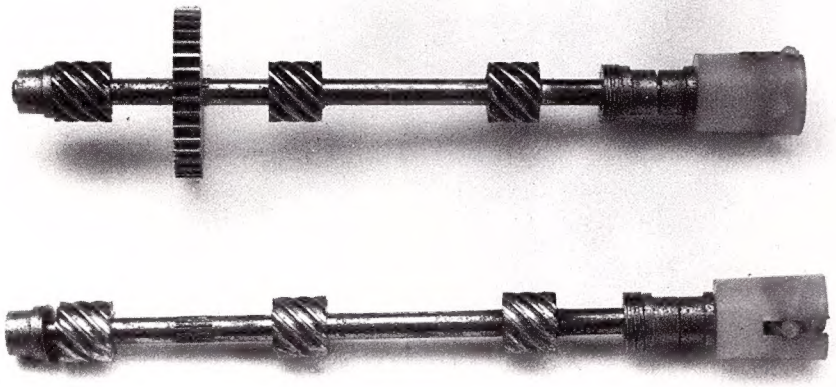
SYDNEY
MODEL RAILWAY
EXHIBITION

OCTOBER • 71

• • •

SYDNEY LOWER TOWN HALL

SAT. 2ND	SUN. 3RD	MON. 4TH
9AM / 8·30 PM	12·30 PM / 7 PM	9AM / 8·30 PM

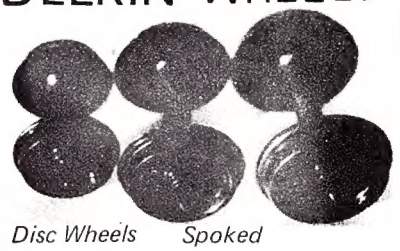


The worm nearest the nylon universal has been shifted — the original position can be seen just to the right of the worm before the washers.

PMH

PLASTICS present

DELRIN WHEELS



Disc Wheels	*Spoked*	
7mm	8mm	9 spokes
9½mm	9mm	9 spokes
10½mm	10½mm	11 spokes
12mm		

ALL WHEELS AVAILABLE IN HO AND TT GAUGES.

PRICE: 10c per axle.

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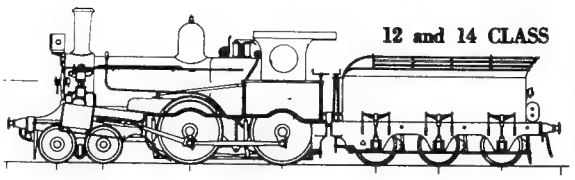
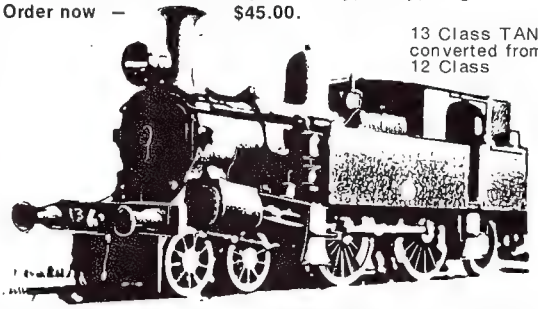


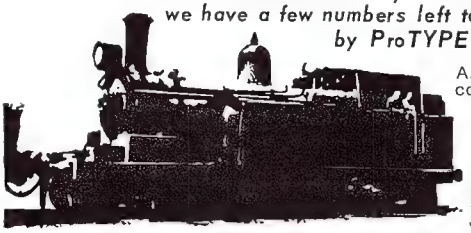
SURPRISE! Quite a number of modellers have written us expressing great surprise at the amazing "pulling power" and detail in our Z–19 kit. Mr. L. J. Carrol of Canberra writes: "Dear Mark, The Z–19 is now complete and is an absolute corker of a model. Keep up the good work. I must confess that I did not expect anything like this detail and performance.... Herewith is a cheque for $10 for deposit on the 36" (C.36 class Loco. Kit). Thanks for all the letters. When gears are set correctly this beautiful model outpulls many, many, larger locos. Do you want a Z–19? Order now – $45.00.

"Tender Into Tank"!! And we got a surprise too because we discovered after reading Ron. Preston's delightful book "Tender Into Tank" and studying various plans, how varied, how fascinating the small "locos" are and how easy it is for the kit-builders to convert our Z–19 Kit into an A/E 20 class tank, etc. (You just screw a "K's" Mark II Motor down onto the existing gear retaining pads to solve the mechanics) and how readily the boiler converts to 12, 14 or 13 class Loco by a little shortening. (Romford's 21 M.M. Drivers are available and correctly spoked). Is our Z–19 a "5 in 1" Kit after all? (Drawings:Ron. Preston's book).

13 Class TANK converted from 12 Class



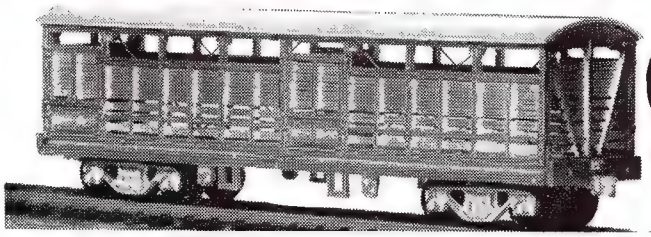
Do you want over $500 worth of Scale Model Locomotives for $312? Write us if you wish to start your collection – we have a few numbers left to allocate. All models made by ProTYPE are guaranteed.

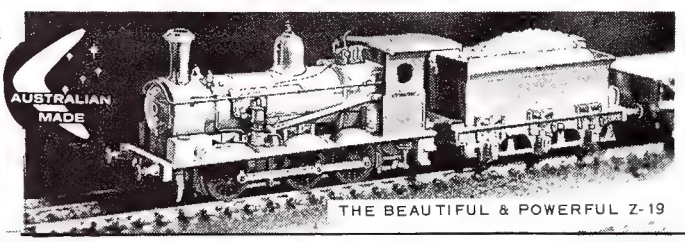


A/E 20 Class TANK converted from Z-19

ProTYPE's B.C.W. KIT has detail plus.. See the A.M.R.A. Journal Mar/Apr. 71

ProTYPE Stockists are:– Qld. Austral Modelcraft, Ekibin; Hobbycraft, Brisbane. **N.S.W.** – The Fantastic Hobbyshop, Ash St., Sydney; Hobbyco, George St., Sydney; Kotara Hobby Supplies, Kotara; Vic Barnes Hobby Centre, New Lambton; D.Y. Hobby Centre, Dee Why; Berg's Hobbies, Parramatta; Kay's Newsagency, Marrickville; Des Brien's Newsagency, Burwood. **VIC.–** The Model Dockyard, Melbourne; Baker & Doherty, W. Coburg; The Engine Shed, Box Hill; P.J.P. Productions, Gisborne. **S.A.–** Bridgelands Hobbies, Adelaide. **TAS.–** Huxtables, Launceston. **AREA AGENTS WANTED**





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ProTYPE MODEL PRODUCTS, MILSON POINT, N.S.W. AUSTRALIA

The C–36 will be released after we finish the run of the Z–19. Don't miss the C–36 – two versions, superb detail, both guaranteed. Order with deposit now – £55.00

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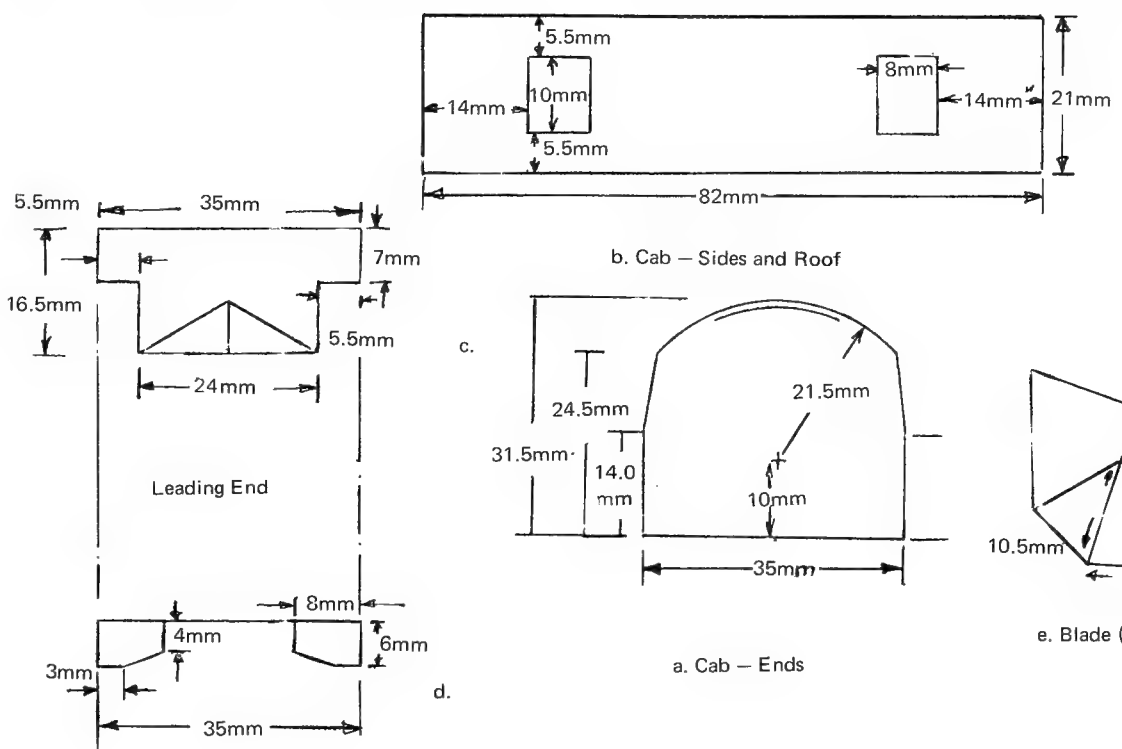
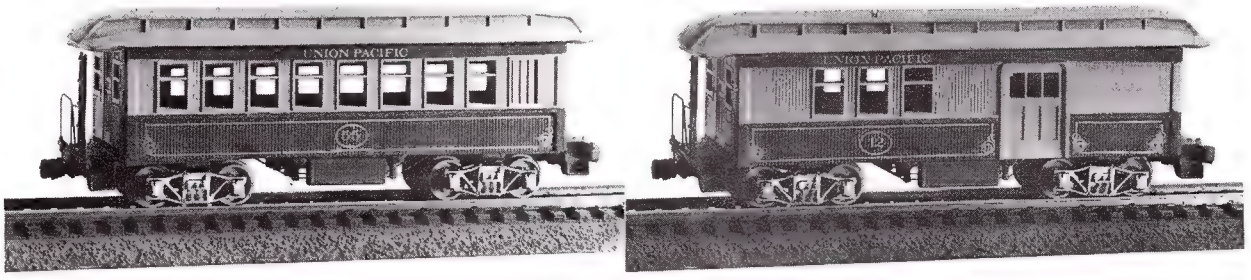


Fig 2

Mixed Bag from A.M.C.

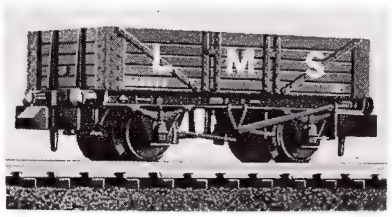


"ROUNDHOUSE" HO/OO

The 'Overton' Coaches & Combines at $5-95 each are here and a second shipment is expected at the end of July. Also to hand are three new Billboard Reefers, 3127 Schlitz — White & Red, 3128 Root Beer — Yellow & Red, 3129 Coors — White & Red all at $5-50 each. Other new items include four U.S.A. locos in kit form, a 'Prairie', 'Atlantic', an 0-6-0 Saddle Tank (Baldwin) and an 0-6-0 Switcher with 8-wheel tender. There are also twelve Old-timer 50ft Express Reefers and these are listed in the new AMC Folder 27 which lists the complete range of "Roundhouse" lines available.

"ARNOLD RAPIDO" N GAUGE

Scheduled for arrival in July is No. 0229 Hudson 4-6-4 Loco & tender at $33-50. This employs the same mechanism as the well-known Arnold Pacific so there is no need to tell you that the performance will be phenomenal. Four scenic items are anticipated also, 0618 14" Girder Bridge & Piers at $2-25, 0636 Old-time single track engine shed at $2-50, 0643 Freight Shed & Platform at $1-95 and 0860A Automatic Level Crossing Boom Gates at $14-75. The latter is a slightly altered version of the Boom Gates previously available from Arnold.



"PECO"

By the time you read this, a shipment from "Peco" containing the long-awaited 1971 Catalogues should be here. The new Catalogues are a bit larger than the previous ones and will be 65 cents. Also in this shipment is the new N Gauge Peco 'Setrack', a rigid unit track system to the same standards as 'Streamline' and in addition a new N Gauge wagon, NR-40 L.M.S. Mineral Wagon in light grey with white lettering at $3-95 for a box of three or $1-35 each. There has been a shortage of 'Peco' points but we are advised that the Peco Factory has now swung over to point production and the shortage will soon be relieved.

198. KINGSPRINT "RUB-ON" LETTERING

The sheets previously at $2-35 are now $2-50.

54. MISCELLANEOUS ELECTRICAL GEAR

This section is to be reviewed in detail by Jim Grant in the August issue of our 'Newsletter' which should be out about 15th August — about the time of issue of AMRM and thus your hobby shop may have both together. For the first time in twelve years there is an increase in the price of the very high quality (fully guaranteed) 18v Grain o'Wheat Globes. These which have been 20c each for clear and colours, now separate into 22c for clear and 25c for amber, red or green. You can pay a bit less for quantity. 25 of any one colour or clear, run 1c cheaper and 50 of any one colour or clear are 2c cheaper.

Our No. 1 Plastic covered cable in 10 metre lengths, stranded wire for better current carrying capacity, with the plastic covering in choice of eight colours, remains at 35c per hank. This cable is a great improvement on ordinary hook-up wire in that it is limp, and thus will lie just where you want to put it, and not 'fight you' like stiffer wires will.

There are other increases in prices, a few very noticeable, but generally speaking of no great amount.

VOLLMER HO & N

These lines — now Australia's best sellers — are greatly appreciated by modellers with not too much time to give to structure assembly. It's not that big kits don't take some time to assemble, they do, but because all the parts fit, because most are precoloured, because all the parts will be in the box when you get it, because the instructions and the box lid will show how the kit parts fit, there is great time saving. The prices are uniform in Australia and New Zealand and we will rebate any duty paid into New Zealand. For such high quality prices are good. See back cover for details of types — or some of them, rather.

MODEL RAILWAY NEWSLETTER

This is for free, picked up through shops or from your Model Railway Club (if so arranged). Otherwise the annual subscription is $2 with any other price lists or publications included. We guarantee one posting per month. The August issue, No. 69, should be available now and this has a red headband. The cover picture is a photo study of a Garratt by Arthur Reynell. The 'Newsletter' contains a number of interesting articles and the Guest Editor in this issue is Ted O'Halloran — a name with which some of you are no doubt familiar!

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.

BOX 118, P.O. ALBURY, N.S.W. 2640

Phone: Albury 21-2473 :: **Telegrams: AMRIANA, Albury**

THE ROCKLEA OATLEY & ALBANY

PART 2

BY ROD TONKIN

POWER SUPPLY AND CONTROL

The heart of your layout's operation is the power system. All the power packs on sale are built to rigid safety specifications and are of a high quality.

The method of connecting supply to the track is important. The cab control type is the best as it allows a driver to control his train over the whole layout from the one power pack. This system of wiring only works for control packs of one speed control per transformer. These are also the most convenient to use.

The whole idea works on breaking up the layout into separate zones so that power can be supplied only to specific areas called blacks. To get the minimum number of blocks the following rules must be applied.

1. Power feel is always ahead of all points, or, if points face both ways, between them.
2. If points are back to back, both rails must be gapped or joined by insulated rail joiners. More blocks are usually added to get better two train operation, as in the diagram.

The actual connection of the power to the separate blocks is easy. A map of the layout is drawn on Masonite and on each block a banana socket is fitted. It is wired to the inside rail of the block (side away for edge of baseboard). The outside rail is wired to a separate banana socket set (as many as you'll have power packs). To save confusion, a different colour wire should be used for each type of task (inside rail — white, outside or common return rail — red).

Each speed control has one lead with a banana plug to go to the common socket, and sufficient plugs on the other to enable a train to circuit the layout without shifting plugs. You can set different coloured plugs to identify which pack is plugged into a block.

SELECTION AND CARE OF LOCO-MOTIVES ROLLING STOCK & TRACK

The choice of your first locomotive is important. Your best bet is a small loco in keeping with the period and prototype in which you are interested. The brass loco's are not designed for use by beginners, so start with something simple. It is best to start with a ready to run loco.

Your first rolling stock should also be ready to run or simple kits with couplings to match your loco's couplers.

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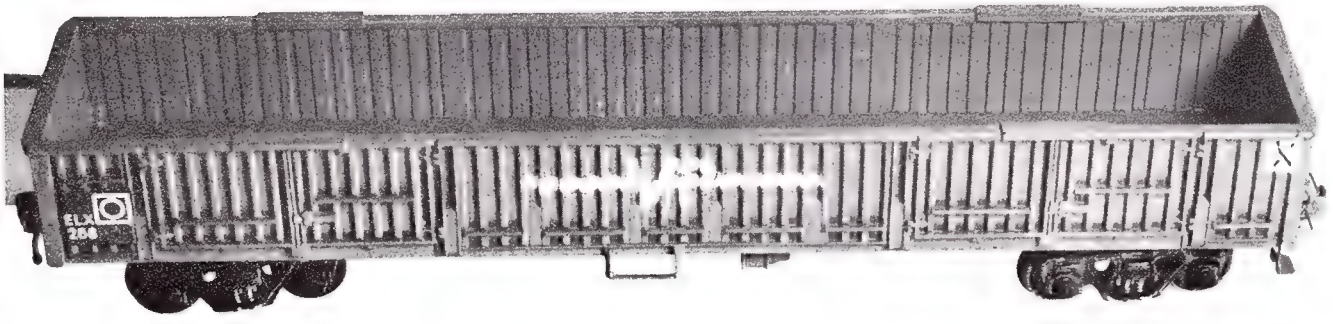

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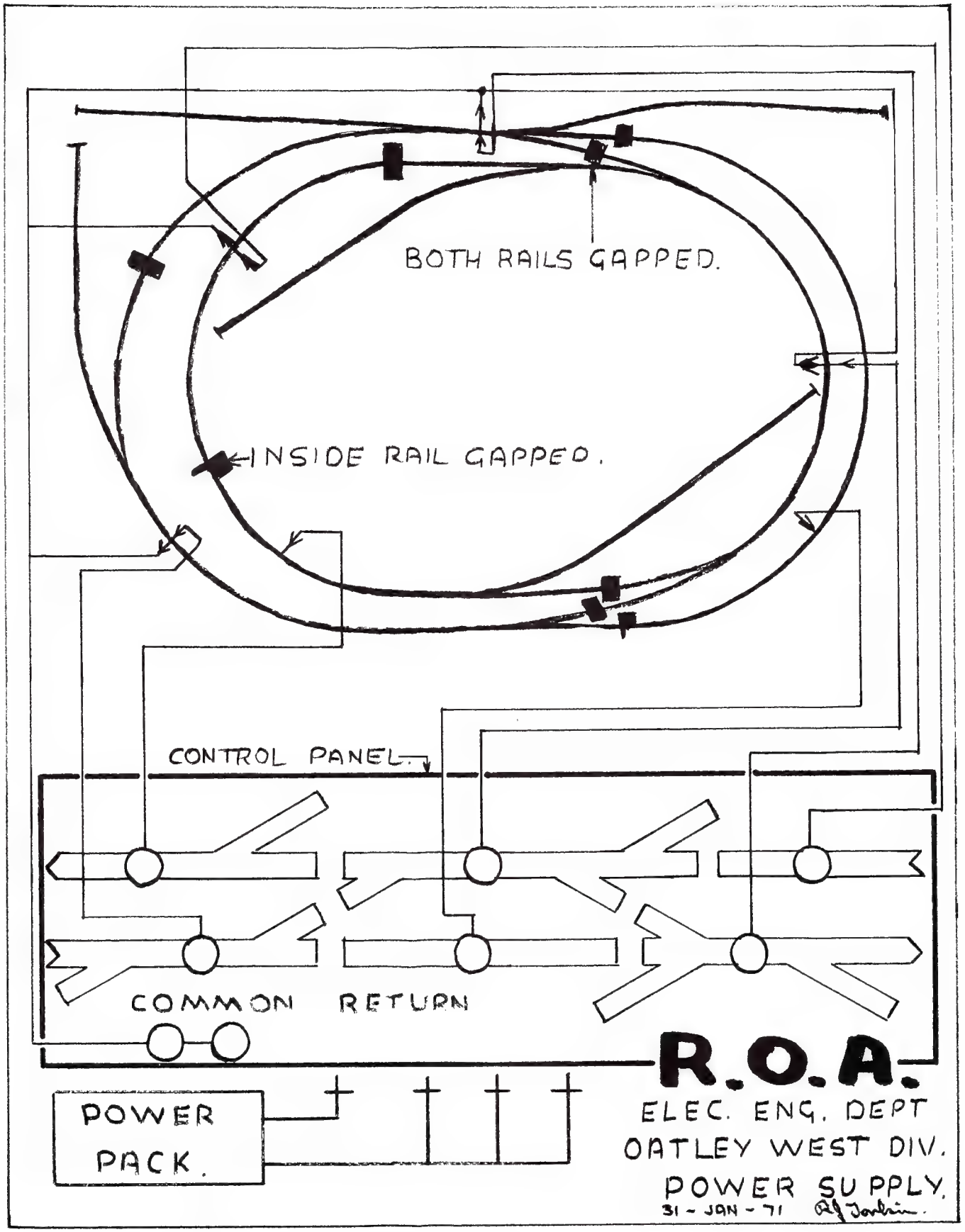
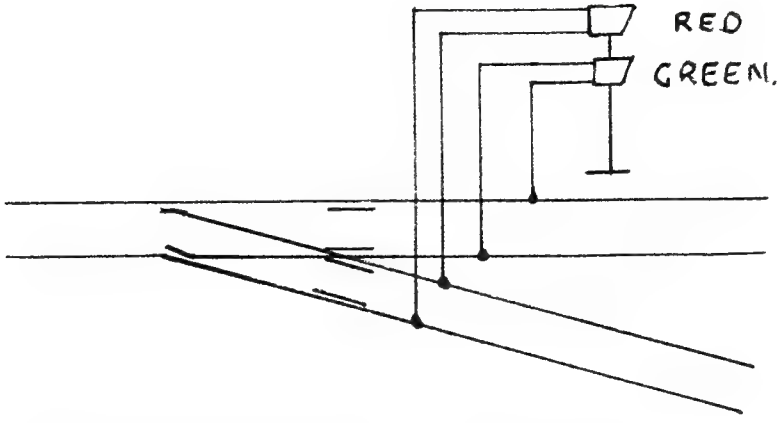

BOTH RAILS GAPPED.
INSIDE RAIL GAPPED.
CONTROL PANEL.
COMMON RETURN
POWER PACK.
R.O.A.
ELEC. ENG. DEPT
OATLEY WEST DIV.
POWER SUPPLY.
31 - JAN - 71 R.J. Jarkin.



TWO ASPECT SIGNAL OPERATED BY MOVEMENT OF ROUTE ISOLATING POINT

To keep your locos in good condition, an occasional drop of oil on wheel bearings, gears and motor bearings is necessary. To keep the commutator of the motor clean, an occasional spray with "Selleys RP7" is best. Your rolling stock needs the occasional drop of oil on wheel bearings and bogie pivots.

For continuous good operation of your layout, never clean rail with an abrasive or track rubber. Spray some "Selleys RP7" on a cloth and rub it over the track to remove the greasy much that accumulates on even the cleanest layouts.

HOBBY TEMPO 71

Australia's best model railway exhibition is on again!

Date: 22-27 November, 1971

Location: City Hall, Brisbane

Time: 9 am- 9 pm

Founder's Trophy Scratch Building Competition — open to all modellers — why not enter!

All proceeds to aid Subnormal Childrens' Welfare Association

BACKGROUND FOR ACTION

Scenery is the quickest and easiest part of the layout to build. It sets off your equipment and provides a true world for them in which to operate.

After deciding on the type of country and industries of your area, you can choose the buildings and terrain you want from manufacturers' catalogues. The plastic and card structures are best to begin with as they are simple to assemble. It is best to decide on the structures and work out the sites so that the scenery can be planned.

The making of the basic scenery is simple. Put piles od damp, crumpled newspaper where you want hills, cut away the base board with a key-hole or sabre saw and lay down a web of masking tape. Cut up a couple of Saturday's Heralds, or equivalent, into 4" x 15" strips; dip them in water and lay them over the terrain. This will give you the shape of your secnery. If it is not to your liking, add or remove lumps and get a satisfactory shape.

Mix up plaster of paris so that a peice of paper, when dipped in it, is thoroughly coated with the plaster; then lay it onto the scenery support while damp. Build up a couple of layers over the scenery and leave to dry.

Your scenery is now formed. A good colouring method is to use coloured plaster for rock, soil and grass (see table for colours). The rock is applied by making a thin mix of the red colour and painting it on with a 2" brush. The soil and grass is applied by dampening the rock and sprinkling on, first soil, then grass, with a small kitchen sieve. You can now apply trees, bushes, fences, animals, telegraph poles, etc. to complete the scene.

The structures can now be installed and with this, you have a reason for your hopper cars as your mine can load ore for shipment.

ELECTRICALLY OPERATED POINTS AND ACCESSORIES

On a railway like this, with two mainlines and a high traffic density, at least the crossovers and facing point sidings should be electrically operated for better operation. I used Tenshodo point motors because of their extra switch contacts for signalling, when I get around to it.

If your control palen is large enough, you can mount the seitches on the map of the layout. The Peco momentary contact switches are best for this. They give a visual indication of the point setting. I couldn't fit the switches on the panel so I used a Marklin control box. I connected the points so that the green buttons set the points for the main line and the red buttons set the track for the siding and crossover.

It is best to give a separate transformer to operate points. If you use one transformer to drive trains and points, the trains will slow or stop when you operate points. A separate transformer eliminates this problem.

Colour light signals can be wired into your point motors or into the points themselves. The latter method is a check that the points really have moved and that the power is on (see diagram).

Other accessories can be powered by the transformer that drives the points, as many of them are momentary contact devices.

TRIANGLES

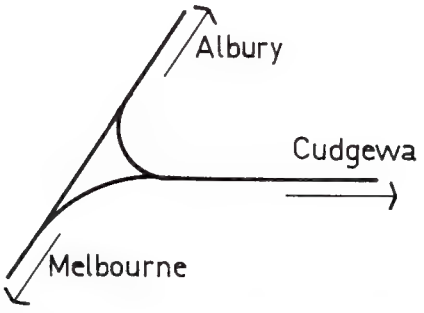
OR WHY NOT A WYE

BY ROD SMITH

I began musing on a triangular theme after reading about the Tasmanian Government Railway's triangular junction at Western Junction. I posed the question; 'How often does a train turn on a triangle as a complete unit?' This routine requires a very long head shunt which is easily obtained where the triangle is a connection from a branch line.

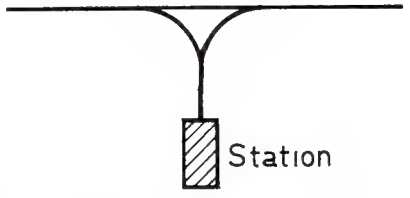
1. Consider Wodonga on the Victorian Railways. The Spirit of Progress and subsequently the broad gauge daylight passenger trains were turned as complete units when they had the beaver tailed observation coach.

2. Menindee on the New South Wales Railways has a triangle off the main line. An Association of Railways Enthusiasts special in 1968 turned on the triangle after just fitting onto the head shunt before returning to Broken Hill. Consist was C.32 class 4-6-0, three cars and a brakevan.



3. At Winto the Queensland Government Railways Midlander trainset turns on a triangle before returning to Rockhampton where it is turned on a triangle which is part of the yard and workshop complex.

4. As a legacy of originally isolated lines being connected later is the QGR design where a station is just off a through line. The through trains pull past the triangle and a shunting loco couples to the rear and then tows the whole train back into the station, the train engine remaining attached but not powering. The train then departs normally and it has not been reversed. Examples of this routine were Maryborough (about two miles from the junction) for the northbound Rockhampton mail, Toowoomba for the west and east bound "Westlander", Old



BACK NUMBERS AVAILABLE!

No. 6 Feb/Mar. 1964
NZ North Line locos
Splicing wires
VR 'VC' wagon plan

No. 9 Aug/Sep. 1964
A century of steam
The scenic route
A prototype station plan

No. 11 Dec. 1964/Jan 1965
Build a CHG
A wood truss bridge
Detailing

No. 20 May/Jun. 1966
Building a ballast wagon
A prototype mine branch
with a difference
The Armidale, Tamworth & Barraba model railway

No. 22 Sept/Oct. 1966
Wagons galore
Hints on modelling
Casting bogie side frames

No. 23 Nov/Dec 1966
Tips for taking model photos
Moulding with Silicon rubber
Switch motors

No. 24 Jan/Feb. 1967
The 'Slim pickins' Mine
A mobile carpenters workshop
Making model locos driving wheels

No. 25 Mar/Apl. 1967
Re-building Wingrove Station
Relay control circuits
Build a CN reefer

No. 26 May/Jun. 1967
Building small lineside sheds
Yarragonbilli Junction
Construct a NSWR 'MLE' flat

No. 27 July/Aug. 1967
Scenery the easy way
The Melton Valley Rly. Co.
Building an observation car

No. 28 Sept/Oct. 1967
Scratch build an RU wheat hopper
a 1n3½ garden layout
Building 4-wheeled wagons

No. 29 Nov/Dec. 1967
The Ab of the NZR
3-rail to 2-rail
Castledare miniature railway

No. 30 Jan/Feb. 1968
How to wire your control panel
Victorian railways Tt cars
How I built the PCL

No. 31 Mar/Apl. 1968
Simple, realistic scenery
Malayan railways
NSWR 'C36' class locos

No. 32 May/Jun. 1968
Victor Harbour
Planning in N scale
A quiet night at Wingrove

No. 33 Jul/Aug. 1968
Build yourself a model T
Planning in N scale
Vintage 1880

No. 34 Sept/Oct. 1968
Pacific Maple models
Planning in N scale
Prototype station

No. 35 Nov/Dec. 1968
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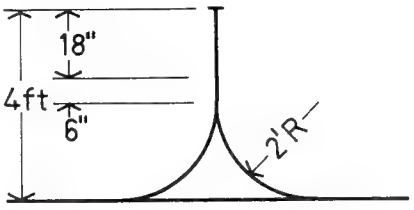
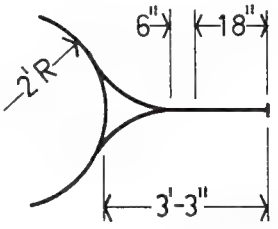
Cloncurry for the "Inlander" trains prior to the opening of the new station, and Don Junction where the railcars from Collinsville to Bowen had to run past the station and then set back. This local service has since been abandoned.

5. When a passenger train replaced the railcar it turned on the triangle at Netherdale on the QGR. Consist was a PB15 4-6-0, composite 1st/2nd sitting car and a composite sitting car/brakevan.

This brings forth the question "Why not a wye?" If you consider that a wye or a triangle would be an interesting addition to your layout, but you are not sure where best to place it, here are one or two points, as a wye can be an enormous waste of space if not carefully placed.



The best position is on the outside of a fairly long tight curve, as this will allow the two points on the main to be placed so that the tip of the wye protrudes away from the main the shortest distance possible.

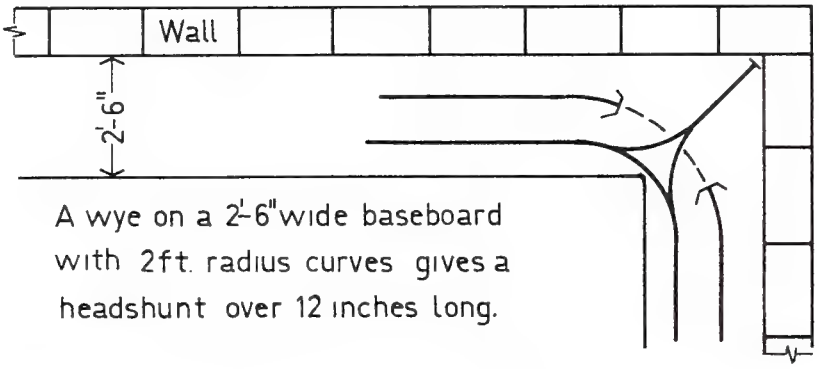


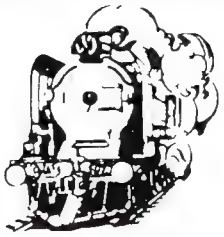
If you are using 24" radius curves working from a straight mainline, the two cruves of the wye to the third point will require a space 24" long from the centre of the mainline. Allowing six inches for a number six point and sufficient length in the head shunt for one locomotive and perhaps a bogie wagon, say allow another 18". This gives a total of four feet from centre of mainline to the tip of the head shunt, which would be almost impractical for even the most spacious layout.

But if the wye is built on the outside of a curve, there is a completely different picture. See diagram below.

This reduces the length from the centre of the maonline to the tip of the headshunt to a bit over three feet, and it can then be situated where there is a corner in the layout room.

If these applications are still not acceptable, don't give up hope for a wye, there is another alternative, the application of a 'sector'.





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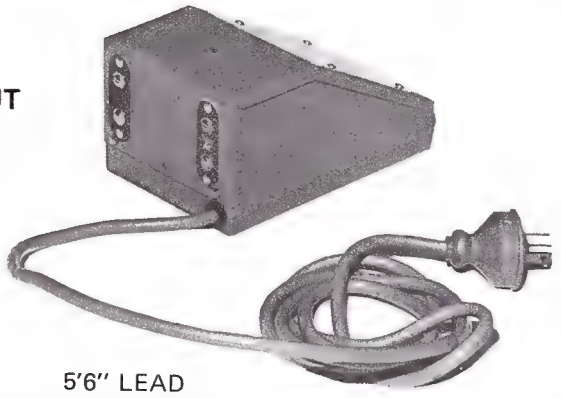

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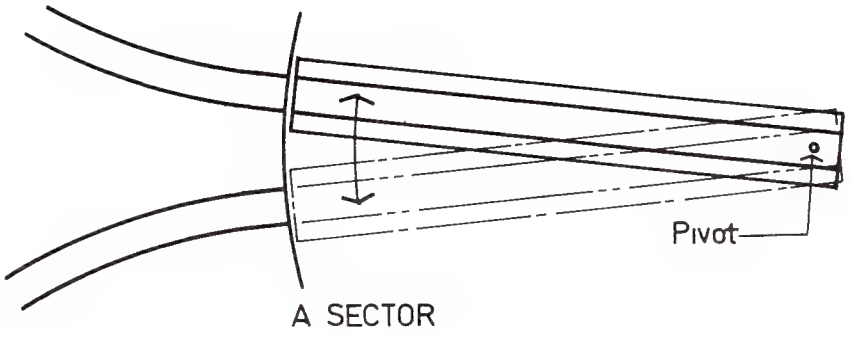

A SECTOR

A sector or a sector board is simply an abbreviated turntable, pivoted at one end and swinging through a small arc. It takes the place of both the points and the head shunt, and perhaps a part of the two curves. The space saved could be to 12 inches and the fact that the locomotive is moving sideways could be disguised by the liberal planting of trees or shrub, or the head shunt could be in a cutting. It can be moved remotely by a push-pull rod, electrical contacts at the pivot end or trailing wires providing power for the locomotive.

The sector can also be utilised in terminal stations where there is not enough space to include a point and a head shunt. There apparently was ptototypical use of sectors in England, which goes to prove that the idea is not so queer after all.

Article reprinted from 'The Buffer Stop the official journal of the South Australian Railway Modellers with the permission of the Editor.

shop detective

Vic Barnes Hobbies of New Lambton is the main hobby shop of the Newcastle area. He has a good stock of most proprietary lines, including Peco, Triang and Lima. Vic also has a large stock of Australian kits, mainly Protype and Friedmont, although he tells me he will soon stock EM-CE (Model Centre) kits from South Australia. Although 100 miles from Sydney, Vic maintains a service to modellers in that if he has not got it, he will get it. This service is available in all lines ranging from spare parts to brass locos. "N" gauge is well represented, especially Bachmann. The range includes both mobile items and structures.

Searle's of Sydney have now got some of the new Marklin "Minex" in stock. The "Minex" equipment is apparently on 2½ scale. It has the impressive size of 'O' gauge equipment, but runs on standard Marklin HO track.

While on the subject of the larger model trains – some ready to run Rivarossi 'O' gauge equipment can be seen at Hobbyco in Sydney. A Fairbanks-Morse and a German Railways diesel are available at prices not much greater than their HO counterparts.

Class leader 4001 and sister 4002 were introduced into traffic on 30th November 1951. The locos, twenty in all, were built by the "Montreal Locomotive Works" of Canada (roa Nos. 4001 – 4020).

The locos develop 1600 hp and are of the A-1-A type wheel arrangement. They have a theoretical maximum speed of 75 mph, but are officially limited to 70 mph. Up to 4 locos can technically be operated in multiple, but a maximum of two is normal. Unfortunately, 40 class engines can not MU with any other class of diesel or electric loco.

The locos entered service in green livery relieved with yellow stripes. In 1954, 4001 and 4002 were painted blue and gold to haul the royal train and were used in this livery in general service for a time afterwards. In later years the class were painted in Tuscan red with yellow lining. It is in this guise that these locos are best remembered.

Although they operated state-wide it is on the norther lines that they were most prominent, hauling trains ranging from pick-up goods to the Newcastle Flyer. A single member of the class often hauled the 310 ton North Coast Daylight, the 438 miles between Sydney and South Grafton in 11 hours. Included in this journey are 300 miles of single track and several sections of 1:40 grade. When operating on the single track North Coast interstate line the engines suffered in lost time by not having automatic staff exchanges fitted.

However, like all good things, the 'Canadians' as they are known to many railwaymen, are now coming to the end of their effective lives. No. 4014 was withdrawn on 18th October 1968 and at this date less than half the class are left in service. They are in fact, being traded in, like old cars, on their replacements, the 442 class. All however will not be scrapped. 4001 is to be preserved in the Enfield loco Museum and two others are being sold to Western Australian mining interests. And thus the 40 class are now falling by the wayside as did the steam locos that they helped replace.

This article was prepared from information supplied by the NSW Railway and from the ARHS's "NSW Digest Vol 6 No. 10 & 12."

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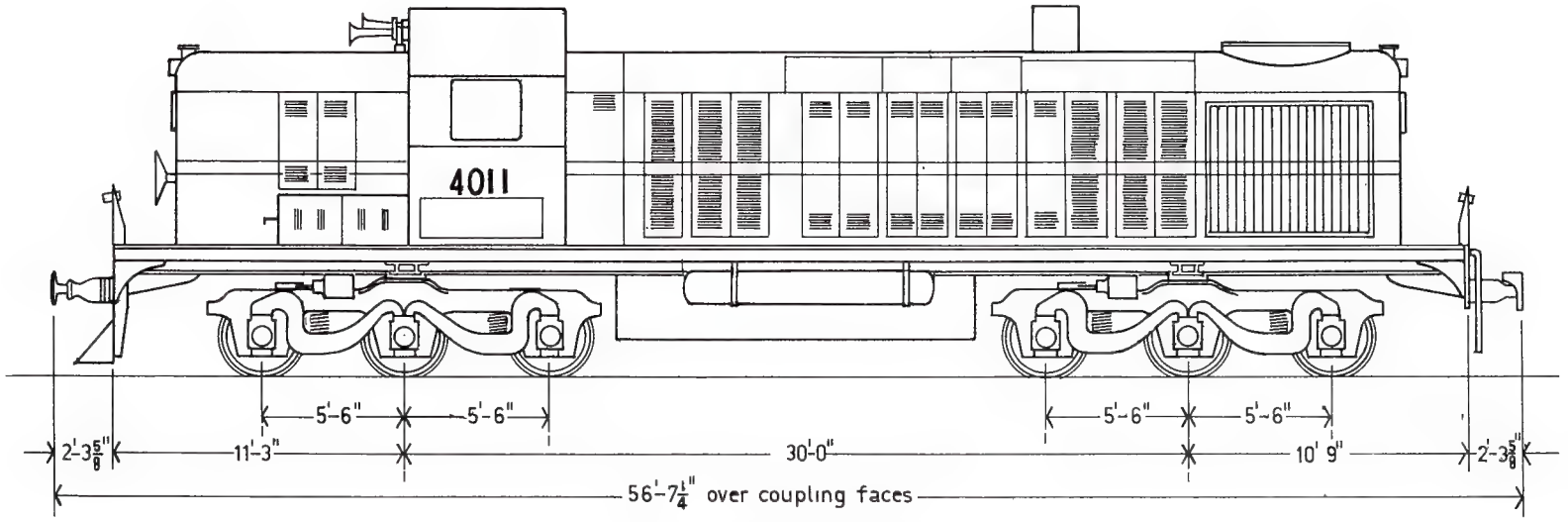

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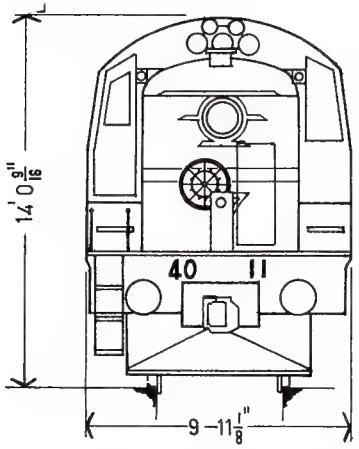

FRONT VIEW

Builder–Montreal Loco Works
Nos. 4001 – 4020
Weight 111 tons
Max. Speed 75 mph
Max. Permissible Speed 70 mph
Engine HP 1,750
Traction HP 1,600
Continuous Tractive Effort 46,000 lb
at 11 mph

NSWGR 40 CLASS LOCO

1 0 5 10 15 feet

SCALE: 3·5mm = 1 foot

RGK

for the young modeller

by b.a.r. garratt

If you want your model railway to be free of problems, you must be prepared to spend no little time on maintenance. Probably the most important aspect of regular maintenance for a model railway is cleaning the rails to ensure good electrical pickup. Unless you are using steel railed track, an abrasive block (or even an ink rubber) can be used. This is rubbed, with medium pressure, along the top of the rail, removing the dirt and oil from it.

Another, far more preferable method which can be used for steel rail is the use of an organic solvent, such as methylated spirit, ethyl alcohol or lighter fluid, with a rag or a piece of felt. A number of manufacturers make special wagons with a piece of felt which slides along the rail and is impregnated with cleaning fluid from within the wagon. These are especially useful where you have a part of your railway inaccessible, such as inside a tunnel, where hand cleaning is impracticable. Most of these manufacturers also supply special fluids for use with their particular wagon. I find that the solvents I mentioned will be equally effective in such wagons, and they are quite a bit less expensive. However, a caution — do not use these in a confined space or an unventilated room, as their fumes can be poisonous.

To check that the track is clean is easy. Take a piece of clean, light-coloured rag and rub it on the track. If the rag is still clean, then the track is clean. But you want it to stay that way as long as possible, don't you? The best way to do this is to keep dirt, etc., off it.

Wheels are the major offenders in causing dirty track, but it does not help your operation too much to remove all the wheels from your rolling stock! Rather, keep them clean (again with rag ans solvent for metal wheels, but caution is advised for plastic wheels — a dry rag does a reasonable job here), and your troubles with dirty track will be minimal. For locomotive driving wheels, which do not normally rotate freely, there are available brushes which apply power to the wheels to clean them while they are turning — one of these is a worthwhile investment, since driving wheels are the worst offenders of the lot when it comes to dirtying the track, since they pick up any oil which may be thrown from the motor.

This brings me to the other major topic of maintenance, which is oiling. You will, of course, be aware, from the manufacturer's literature which accompanies any model locomotive, that the most frequent cause of damge to motors is over-oiling, and that the second most frequent is under-oiling. Yet even so, no-one can say generally how much oil to use how often, since there are so many different factors affecting any one unit's requirements. Therefore, I must confine myself to a general discussion of oiling methods.

For most applications, a piece of fine, rigid wire, dipped in the oil, will hold enough oil to lubricate a bearing. If, however, the bearing is still dry and stiff, try a second drop. But once again remember that too much oil is bad for your motor — it may splash to the brushes and catch fire. I generally follow a routine of oiling about once every 150 hours of running, but hard use or prolonged storage will modify this interval.

Hypodermic oilers are available, but these are only useful if you have a flett large enough to warrant the use of such a device, which is only a glorified wire-and-oil bottle, anyway.

Those are the major maintenance points

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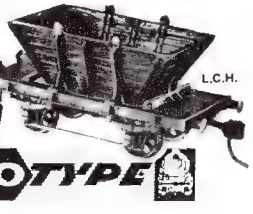

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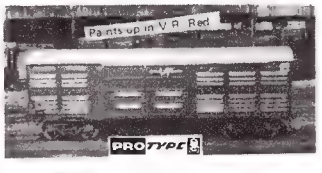

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that I wish to discuss, but there are one or two minor ones that can cause major problems if neglected. The first of these is checking the track gauge and coupler height occasionally. These measurements and tolerances, if you are unsure of them, can be found by asking at any model railway club or store but, generally speaking, you'll have no worries if all your couplers of the same type are at the same height, and your track is in gauge.

Another area where trouble often occurs is at the points. It is therefore necessary to ensure that the blades throw completely across the stay there, otherwise the result will be a derailment, with possible damage to rolling stock and/or scenery. If the jam part of the way across, it is probably due to some obstruction, either between the blade and the outside running rail, or between the top of the sleeper and underneath the blade. Clear it out and your point should throw. If the blades do not hold over after they have thrown, then the trouble is in the spring which is meant to hold them, and this is what you should check first.

modellers' hints

by fred gill

1

Use the method illustrated for worn out axle holes in bogie sides. Clean the hole, flow solder into the hole, file flat on the back of the bogie side. Drill out new axle hole, then press a brass bush into the new hole.

2

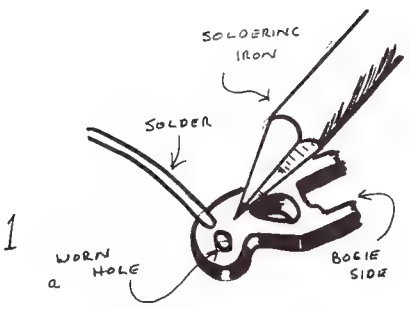
To make "chain" for the ends of coach railings, doorways, etc., grip a piece of fine wire in the jaws of a pair of pliers and press flat. The corrugated wire then can be cut to length and soldered or glued into place.

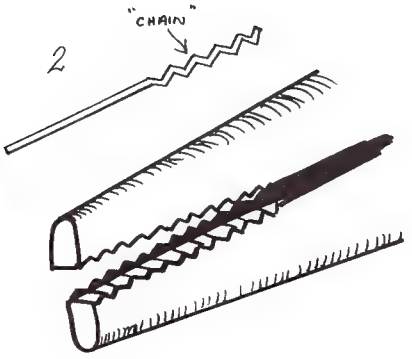
3

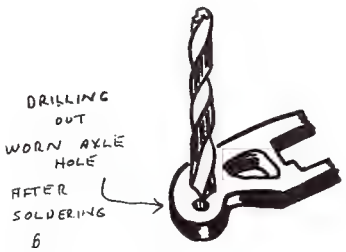
Small holes can be made in wood if you haven't got a drill. Heat a needle or pin in a flame then when hot push it into the wood. Hold with a pair of pliers and keep twisting the needle around whilst pushing it in.

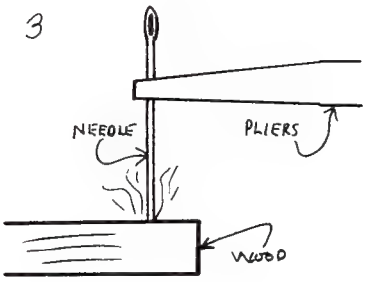
4

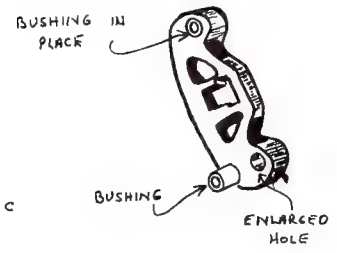
When constructing railings etc., mark the required positions on a piece of white paper. Then tape the wire in position over the drawn lines. Next you can solder the wire, leaving your hands free to make any adjustments.

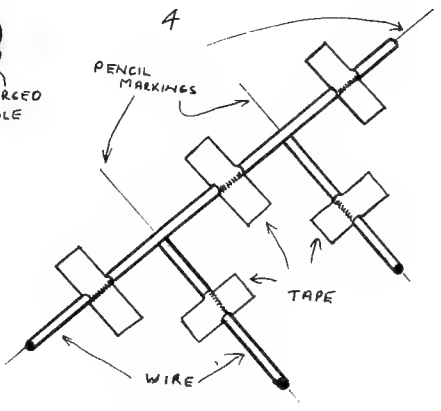












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SUNSHINE DIVISION

MEETING ARRANGEMENTS 1971
(subject to change)

September 18th Max Chaseling, 10 Merlin Terrace, Kenmore. Final working bee (we hope) on the layout.

October 16th Visit Clapham and Coopers Plains railway yards.

November 20th Max Chaseling, 10 Merlin Terrace, Kenmore. Final arrangements for the transporting of the layout to the City Hall and other matters relating to the exhibition (22nd-27th Nov).

December 18th Christmas tree outting for the children (and rest of the family of course) at McLeans Bridge.

SYDNEY WESTERN R.R. CLUB

Although a small club we have much to offer for everyone — switching timetable running, scenery construction, electricals, etc. Something else that will interest not only intending members, but all model railroaders is Tele-Train — a whole new concept in train control. Those modellers who attended the meeting on March 13 at George Giraldi's in Liverpool (NSW) will recall a demonstration of this.

Again I would like to ask that anyone interested in joining the Club which meets at 17 Bromley Street, Canley Vale, every Friday night (except the first Friday of the month which is held at a members place on a voluntary basis) may contact me any night (except Tuesday and Friday) on 806928. T. Hanson — Sec/Tres.

AUSTRALIAN MODEL RAILWAY ASSOCIATION

The Australian Model Railway Association, N.S.W. Branch, meets four times per month at the clubrooms at Chapel Lane, Rockdale. Meetings are held on the first and third Saturdays from 2.0 p.m. and the second and fourth Friday nights from 7.30 p.m.

The Branch has one "HO" layout in operation with another layout nearing operational completion. Plans are now in hand for the construction of the "O" guage layout for the larger guage modellers.

Clinics and modelling nights are now regular activities with a shunters truck having been constructed and plans ahead to build water jintys and finally a 20 class locomotive. Scenery and other specific clinics are being organised at regular intervals to assist members.

Visitors are always welcome and modellers desiring more information about meetings should contact the secretary:-

Mr. P. Kelly,
20 Lee Street,
CONDELL PARK, N.S.W.2200.

CAIRNS AREA RAILWAY MODELLERS SOCIETY

Following two previous meetings of persons interested in the arts and crafts of model railways, a new Club has been formed, designated the 'Cairns Area Railway Modellers Society'. The Club will cater for members from Innisfail, the Tablelands and Cairns districts.

President of the Society is Mr. Bert Toogood of Babinda, Secretary, Mrs. Bill Jeffreys of Holloways Beach. The Society will join the ranks of other groups under the auspices of the Adult Education Department, Cairns. Meeting nights will be the last Wednesday of each Month, held at the Adult Education Rooms, Railway Station, Cairns.

During the formation of the Society, Members stressed that the Society would not limit its activities to purely Scale modelling but would cater for all aspects associated with model railways. To assist the Society, Mr. Ces. Whalton, District Superintendent of Railways, Cairns, has accepted the position of Vice President and Mr. R. Pitt of the maintenance Staff, Cairns Railway, has accepted the position of Honorary Advisor on engineering and maintenance practices.

During the evening Members enjoyed operating Scale models on the President's Cape York Lines, HO guage layout. Mr. Barry Meynell demonstrated a transistorised control unit with simulated inertia and braking effects. Mr. Bill Jeffreys displayed his model of the Freshwater railway bridge, a piece of nicely detailed work using dowling and scale track. President Bert demonstrated one aspect of scenery building using scrap paper, sawdust and water colours to create a mountain ridge with exposed rock formation as seen in the Cairns area.

The meeting closed with a most enjoyable cuppa. Next meeting will be held on Wednesday, June 30th, 8 p.m. at the Adult Education Centre, Railway Buildings, Cairns.

Modellers — Visitors to North Queensland could contact Bert Toogood, Ambulance Centre, Salinida, on Bruce Hwy., 40 miles south of Cairns or Barry Meynell, Cairns Hobby Centre, 178 McManus Street, Edge Hill, Cairns.

mail bag

Sir,

I am writing you in the hopes that someone on your staff or one of your readers will be able to help me obtain some information.

I am trying to gather any information or photographs on some locomotives built in the U.S. and sent to Australia and New Zealand. The engines I am interested in were built by the "Climax" Locomotive Works and are all geared locomotives with some similarities to New Zealand's "Price" locomotives.

Climax locomotives were sent to Australia from the turn of the century until the Climax plant closed in 1928 in which case your country received the last Climax engine built. It was the 1694 a 30" gauge engine built for the Forests Commission to run on their Tyers Balley Tramway (now at Menzies Creek).

I am looking for any photographs of this or any other Climax while in operation or otherwise.

If you people could put me in contact with someone that might have what I am looking for I would be very grateful.

I am very willing to buy photographs or trade for photographs of equipment or whatever here in the States.

The only information I have on Climax engines in your country is as follows (excluding the engine at Menzies Creek):

1. Langley — Lansdowne State Forest Australia; type 'A' Climax built 1913, sold to Unknown company in Tasmania in 1933-35 and known to be scored in that area as of 1961.
2. E.M. Baldwin — Castle Hill N.S.W.; type 'A' Climax supposed to be in a museum as of 1959-60.
3. Australian Newsprint Mills Ltd. — Boyer, Tasmania; type 'B' Climax supposed to be in a derelict condition as of 1960.

I know this information is dated by ten years, but it was all I had.

Thank you for your time,

Mr. Richard Dunn
1076 Rahara Dr.,
Lafayette,
California 94549,
U.S.A.

Sir,

I agree with your comments in the "Comments" column of issue 49 and think that the various kits being produced in this country should be at least supplied with standard wheels and couplers. While it may not discourage the experienced modeller, who uses his choice of standards for scratch building, it is very discouraging to the beginner. He finds that after buying a kit he has to go out and buy wheels and couplers as extras. This applies, in particular, to those who have to buy these items by mail order, as it adds considerably to the time taken in getting things running.

Maybe an idea would be for the A.M.R.A. and S.C.M.R.A. to form a committee to issue "Standard Conformance Warrants" like the N.M.R.A. does in the U.S.A. These warrants would only be issued to firms whose products maintained a high quality of workmanship and complied with all applicable standards. Then the purchaser would at least know that the products bearing the seal of this committee were to a high standard.

I feel that if a standard coupler was to be selected, it should be of a type already in common use to enable Australian Equipment to be run with overseas equipment.

I hope my views have been of interest.

S. Price
HOBART, Tas.

Sir,

I am currently planning a layout based on the Victorian Railways, in HO scale. I have locos of the R class from the Model Dockyard, a brass D3 and I have almost completed a brass C class. From material I have read, the prototype R, B and D3 locos travelled over most lines, but the C class appears to have run the North and North-West main lines only.

Could any kind reader advise me if this is correct or what other parts of the state saw the C locos in general service and was the C loco in common use on passenger trains? Also, what class Locos were used on the Wonthaggi coal trains (period 1920-1950's), and what period were buffers removed from goods waggons?

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HO GAUGE

Graham Ahern has been foremost in boosting the rolling stock parade with his Ma & Pa 2-8-0, the United Shay and his weathered VR "R" class. After a 3 year stint in Sweden, John Huxtable returned to the fold on July 19 with a swag of TT NSW models made (and beautifully made at that) during the long winters in Stockholm. These include TWO C32 class locos, 10 TRC's, 10 G's, 4 BSV's to add to the 4 TAM's, 4 BCV's, 4 MRC's, 10 S wagons and 2 MHO's. He was welcomed home by HO members at a pre-club get-together. Ken Smith's 58 is practically ready except for the rods on one side, and of course, painting.

Some enjoyable timetable operation on the old timetable has occurred pending the introduction of Barry Millner's new timetable. The final Monday of each month is now established as NSWGR stock and locos exclusively (plus interstate X exchange units) and the July meeting saw a big roll of Garratts, 38's, 32's, 50's and vintage locos plus all the usual Club's local items.

O GAUGE

Ernie Stonier has brought in a new item, this being a model of the Great Western Railway 'King' class locomotive number 6000 'King George V'. The loco looked and performed really well, pulling four of Ernie's Exley G.W.R. coaches with ease.

Arthur Hall received some searching looks when he came up with a motor and propeller for a model boat he has been working on. Forget the critics, Arthur, because after completing three working model river paddle steamers, it is the writers opinion that experience gained in other fields can be very beneficial when applied to railway modelling. Incidentally, when running on 6 volts the motor was powerful enough to pull the proverbial house down, so it may have possibilities for use in locomotives.

Country member Ian Prescott, up from Nowra, visited us recently and received a very warm welcome. Ian is responsible for several items of rolling stock and many of the structures and buildings which adorn the layout.

YARDMASTER

BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY

4th floor
Railway Institute Building
273 Castlereagh Street, Sydney
(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

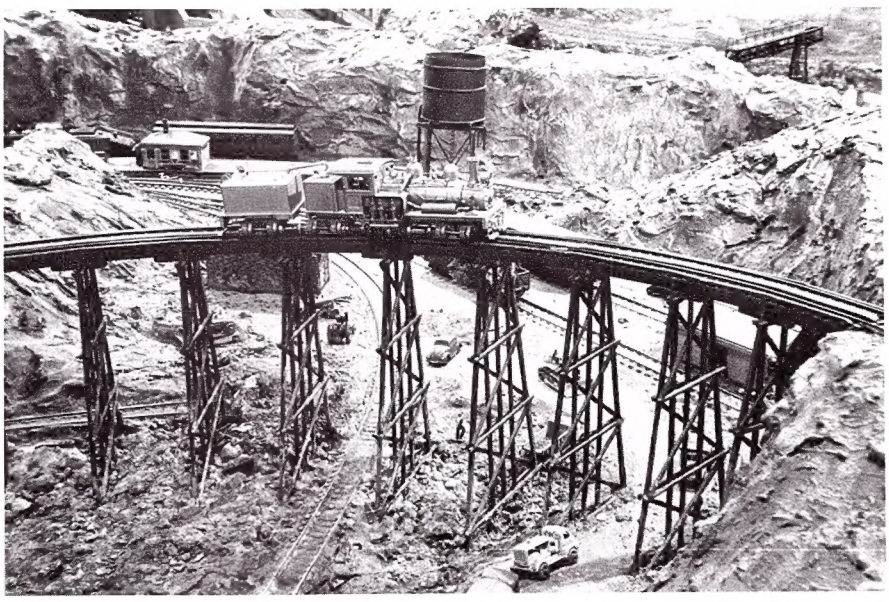
NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

A major source of fractured skulls, brain damage, and abusive language, the P.A. loudspeaker at Central, has finally been moved out of harms way behind the backdrop.

Max Mitchell has come up with an unusual item, this being a West Side Motel Co. Heisler geared loco, the first to be seen on the layout. Not to be outdone Norm Read brought his Pacific Coast Shay in for a run the following week.

Graham Ahern's three truck Shay climbs the trestle towards Plateau.



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CLUB SECRETARIES

We are pleased to print your notes on club activities believing as we do that strong Clubs promote the hobby. However, we must ask you to provide your notes in a typed form. Double spacing is essential and it is preferable for the notes to be in a manner which can be used without rewriting by us. We really don't have the time to carefully read and reread your letters to type a clear story. Send your contributions to:

Club Car,
Australasian Model Railroad Magazine
P.O. Box 204,
Kings Cross, 2011.

market place

12 words for 40 cents. Extra words 2 cents each. Name, address and telephone number free. Cash with copy. No charge to S.C.M.R.A. members. Closing date: 1st of the first month (e.g. 1st of March for the March/April issue).

FOR SALE

LARGE COLLECTION Rivarossi, Athearn, Fleischmann Locos and Rivarossi, Athearn, Roundhouse rolling stock. All in good condition and some weathered. S.A.E. for comprehensive list. I. Shand, P.O. Box 434, Ayr, Qld. 4807. (Phone 83-1783) area code 077.

BRASS C32, locomotives, HO gauge, unpainted. $60 each, $110 for both. Mr. J. Thompson, 2 Romford Rd., Epping, NSW. 2121.

NEW TRIANG — R751 loco, R758 loco, R388 loco kit each $7.50. R228 coaches $1.50 each. Other oddments. Send S.A.E. for list. K. Horne, Griffin Pde., Illawong, NSW, 2232. Ph. 531-1283.

NSWR Nickel Silver Locomotive kits. C36 Class, C30 class, further particulars send S.A.E. to NSW kits, Box 176, P.O. Matraville, NSW. 2036.

BRASS 32 class loco. Unpainted. Offers. R. Mawson, 349 Kildare Rd., Doonside, NSW. 2767.

MARKLIN model railway including electrical points and signals, 3 engines and other rolling stock in a scenic layout on two tables covering about 50 sq. ft., with Faller buildings. Half price for the lot. Mrs. D. Hardy, 18 Junction St., Gladesville, NSW. 2111. Tel. 891434.

WANTED

ATHEARN Budd Cars, RDC-1, RDC-3, Powered and dummy, preferably lettered Santa-Fe. T. Hanson, 13 Addington Rd., Ryde, NSW.

TRAMS (HO) particularly Pacific Electric models and Birney cars, also Hamo cars, Traction modelling group. P.O. Box 197, Spit Junciton, NSW, 2088.

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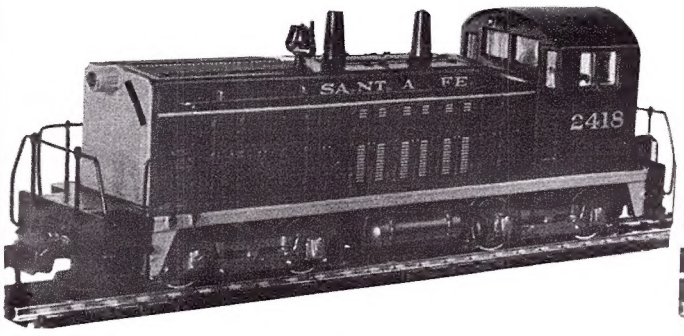
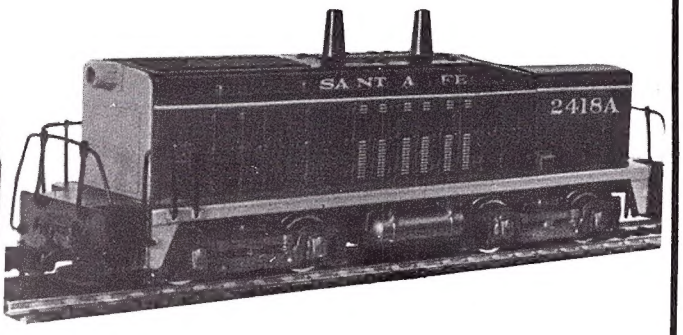
Mixed Bag from A.M.C.

"ATLAS" N GAUGE

We have mentioned the EMD SW1500 Cow & Calf before but have not shown you an illustration of them, so here they are:





The ones shown are Santa Fe, No. 4001 Cow $13-95 and No. 4011 Calf $5-95 but also available is the Union Pacific version No. 4004 Cow and 4014 Calf at the same prices. Due for late August release are CIWL Sleeping Cars at $2-65 (2686), Buffet/Sitter Cars in two colour finish of Red and Green (2688) at $2-65, 2462 Italian Box Car and 2464 German Box Car at $1-50 each, 2469 Banana Van at $1-75, 2480 70ft Flat Car with stakes (8-wheel) at $2-50, 2481 70ft Bogie Flat Car with twin containers at $2-95, 2485 Hi-cube (55 ft) Bogie Box Car at $2-50 and 2470 4-wheel Tank Car 'Total' at $1-50.

"RIVAROSSI"

The labour problems in Italy appear to have been solved and the "Rivarossi" factory is back in production. A shipment of accumulated orders is expected to arrive here in mid-August. A limited run of Commemorative Blue GGI Pennsylvania Electric Locos is to be made by "Rivarossi".

PECO BACKGROUND SHEETS

There are current increases in the prices of these. The smaller sheets SK-31 to SK-38 size 22" x 7" move up 5c to 35c each; SK-11 to SK-18 sheets 29" x 9" also move up to 5c each to 40c each. See page 11 of July of "Model Railway Newsletter" for details of types —

197. ROMFORD DRIVING WHEELS etc.

We regret that there is also a rise in some prices of these, more particularly in the insulated types. Nothing terribly serious, e.g. Insulated Drivers are now 95c each — the price of a set of drivers (2-rail) for a six coupled loco $4-95, any diameter of 14, 15, 18, 20, 21, 24, 26 mms.

ATLAS N RE-PRICING

You've probably heard that many Atlas prices receded a bit, instead of following the general trend of going up in price. House Cars, for instance, 40ft Box, Cattle & Reefers, Gondolas & Flat Cars are now at $1-95, which for quality like this, and the very wide range of prototype styles is fantastic. Better to see them in the 'Newsletter' or at your hobby shop, about all the new prices.

The "RAILWAY MODELLER" — Monthly

If all goes well, the July issue should arrive late August. Contents of this issue include:
Railway of the Month — Trial by moving — 3mm Scale layout by John McGarry: Bowaters Rolling Stock in 00-9:
Edgeware Street Bridge as modelled by Jack Nelson — in Plan, Story & Picture: Trap or Catch? — a discourse on catch points: Wagons of the Southern, 9 — More L.S.W.R. Brake Vans; Signal Box Diagrams — Portishead : Midland Railway Signals, 2 — Bracket Signals : The North Eastern Railway's 0-6-0 Tanks : W. Hardin Osborne's Sketchbook — G.W.R. double-framed 0-6-0 PT's : A question of viewpoint — trackplan by C.J. Freezer : How about scratchbuilding? — Junior Modeller section : Plus regular features.
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N GAUGE ARNOLD BRIDGING SYSTEM

Despite the somewhat fearsome rises in many West German lines this year, due to internal cost increases, and latterly another 3% adverse exchange rate, none of the lines in the Bridging System changed in price. This is the most pleasing interlocking system we've ever seen or had the pleasure of handling, and the big stone arch bridges, the stone viaduct or the steel arch bridge are all snap-together parts and most realistic. Then there are piers of every type which fit all types of bridges. You can run up to 'high girders' 6" real inches high, or you can squat the ends at ground level. Then there are other types — 0617 for instance which is a 3-spanner, and a new box girder of a type you often see in Australia over many tracks for pedestrian walks. You really should see these kits, if you haven't, and if you just get one as a lot of modellers do, to see where it will fit, you'll probably end up with the whole lot.

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

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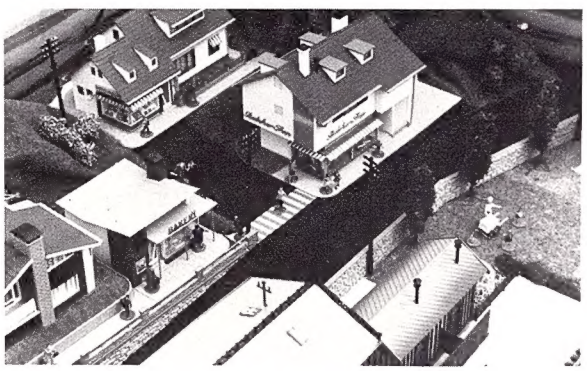
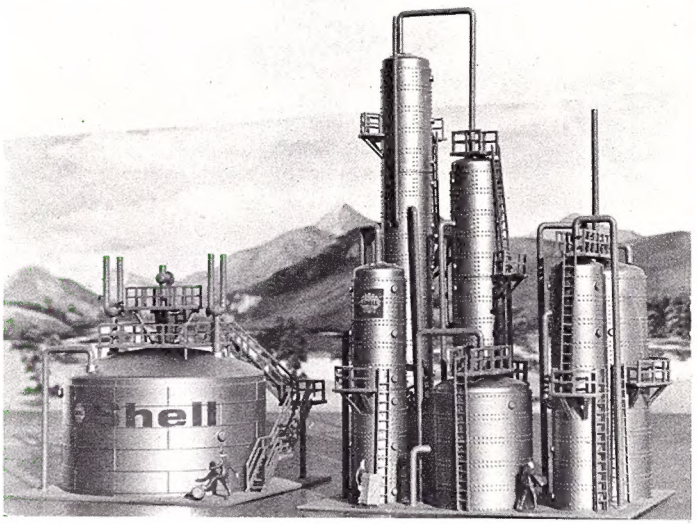
5518	Horizontal Tank, single	1.75
5519	Horizontal Tank, double	2.35
5520	Horizontal Tank, triple	2-95
5527	Oil Loading Platform	2-95

Some recent arrivals . . .

5603	Railway Workshop 4½" x 2½"	2.50
5604	Workshop with dock & sliding doors	3.75
5720	Small Store Shed & loading platform	2-50
5721	Wood-sided yard office	1-95





Also recently arrived. . . .

3718	House with garage	2-75
3540	Modern Suburban Station	6-95
3550	Modern Branchline Station	5-50
5009	Factory Fencing & Gates, 36" long	1-75

Illustrated in photo at left . . .

3724	Modern 2-storey house with Bakery Shop (extreme left)	3-95
3723	House & Photo Shop with attic (top left)	3-95
3722	Butcher Shop with flat above (top centre)	3-75
3600	Old-time Station & Platform (part of roof and platform seen in foreground of photo)	7-95
3605	Rest rooms for 3600 (small building at end of platform)	2-50

Illustrated in photo below. . . .

2505	Small Truss Bridge (Also in N Gauge — see below left)	3.75 3.75

.... and in N

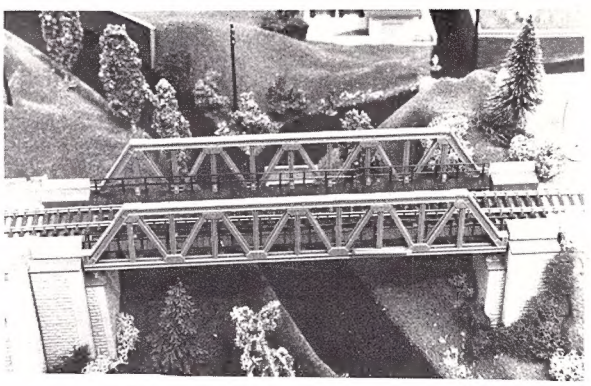
7800	Truss Bridge Span (photo at right	2.15
7801	Box Truss Bridge Span (bottom right)	2.75

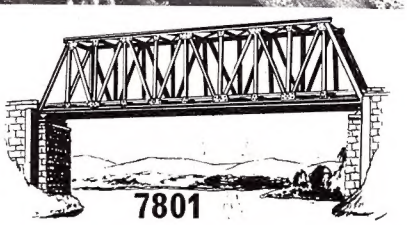
A Selection of Other Kits Not Illustrated

7500	Modern Metropolitan Station	10.95
7510	Modern Branchline Station	5.50
7520	Modern Suburban Station	5.50
7527	Platform kit, 7" long	1.50
7601	Large Signal Cabin, Green	2.15
7606	Diesel Loco Shed, 2-stall	3.95
7701	Small 1½ storey house	1.50
7718	Ranch style house	2.95
7722	Ladies Fashion Boutique	2.35
7723	Photo Shop & Studio	2.25
7727	Toy Store	2.95
7728	Gift Store	3.25
7729	Bank Building & Book Store	2.75
7900	Large Factory	3.50
7901	Overhead Travelling Crane	2.50
7905	Container Crane	3.35

Recently arrived . . . .

7748	Hunting Lodge	2.75





7801

See your dealer first. Only if you can't find one, contact us:

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